

THE RAILWAY GAZETTE

A Journal of Management, Engineering and Operation
INCORPORATING

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DIESEL RAILWAY TRACTION SUPPLEMENT

The December issue of THE RAILWAY GAZETTE Supplement, illustrating and describing developments in Diesel Railway Traction, is now ready, price 1s.

GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on the paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list, and will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. THE RAILWAY GAZETTE possesses the necessary permit and facilities for such dispatch.

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

TO CALLERS AND TELEPHONERS

Until further notice our office hours are: Mondays to Fridays 9.30 a.m. till 4.45 p.m.

The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

Railway Costs

IN a recent letter to *The Times*, Sir Reginald Clarry, M.P., dealing with transport after the war, urged the need for the cheapest possible transport of goods, both in the home market and for export. He added that it was regrettable that most of the capital expense the railway companies had incurred for their track, and on which they were still paying interest, had not been written off long ago. He also suggested that the railways' "contention that the roads belonging to the community, and paid for by it, should be denied to that community as a means of cheap transport surely does not bear examination." Sir William Wood, President of the L.M.S.R., replied to Sir Reginald Clarry, in *The Times* of November 24, pointing out that he had misdescribed the railway companies' attitude on the national question of transport, and that it was simply that the railways asked for complete equality at the hands of Parliament for all forms of transport. He went on to point out that railway charges were regulated on an elaborate plan under the Railways Act of 1921, which applied to no other form of transport, and that in 1939, after the report of its Transport Advisory Council, the Government had agreed to alter it. The large portion of railway costs incurred in providing the railway could not be allocated to each particular one of the several millions of services performed daily. So far as railways were concerned the actual cost of providing transport, including a return of 4½ per cent. on the capital employed, governed the charges in the sense that it governed the standard charges.

Capital Outlay on Track

Sir William Wood also pointed out that Sir Reginald Clarry did not suggest as to how, or at whose cost, the capital outlay on railway track should have been written off. Even before the Act of 1921, a railway company would not have been permitted to write off capital outlay, other than actual wastage, as a working cost chargeable to railway users. Nor could it be suggested that this should have been done out of the net earnings, which had never reached 5 per cent. on the subscribed capital. The railways had not suggested that the roads should be denied to the community, but they had suggested that the difference of treatment between road and rail, whereby the latter was required to pay the full cost of the track, and the former was not, created a competitive relationship which prevented the attainment of the best possible transport service for the least real cost to the community as a whole. The railways had not suggested that the handicap from which they suffered should be imposed on road users. All they asked was for equality of treatment under the law. The correspondence in *The Times* is given on page 554.

L.N.E.R. to Spend £3 Millions on New Wagons

Over £3,000,000 is to be spent by the L.N.E.R. on the construction of 10,237 wagons for 1945. This programme is primarily designed to provide replacements; but also it will reduce arrears of new construction caused by the war, but for which many obsolete wagons would by now have been scrapped. No less than 4,000 of the new vehicles will be 16-ton end-door mineral wagons; 3,000 13-ton open goods wagons will also be built. Included in the remainder will be 1,750 hopper wagons for mineral traffic (the majority with a capacity of 21 tons or more); 200 13-ton single bolster and 100 21-ton double bolster wagons, mainly for iron and steel products; 500 covered vans of 12 tons capacity, 100 10-ton air-insulated fish vans; 30 "machine" wagons of 20 tons and 25 tons capacities, for loads needing a specially low wagon floor; and 100 20-ton freight train brake vans. The last four classes of vehicle will be fitted with vacuum brakes. The L.N.E.R. programme also includes the construction of 457 non-traffic or "service" vehicles, of which 400 will be locomotive coal wagons of 21 tons capacity. The balance is to be made up of 46 special bogie wagons of 40-ton capacity suitable for the conveyance of rails, sleepers or track ballast, and 11 25-ton ballast wagons designed for bottom-door discharge.

M. Dautry's New Post

The kaleidoscopic changes which for so many years have been associated with French politics have not tended to produce many outstanding ministerial characters, and the two or three names which come prominently to mind for their noteworthy achievements are those who are not in the ordinary sense party politicians but technicians. There is no name more likely to earn British confidence for the job than that of M. Raoul Dautry whose appointment as Minister of Reconstruction & Town Planning in the French Government we recorded briefly last week. It is obvious that there is no more important feature of French reconstruction than the restoration of its railway transport, and to supervise this task M. Dautry has particular qualifications

and vast experience. His war service in 1918 was concerned mainly with rapid permanent way construction, and, afterwards, as Chief Permanent Way Engineer of the Nord he was largely responsible for the reconstruction of the lines in the devastated areas. It was due in no small measure to his energy, enterprise, and administrative ability that the track of that system was brought up to a standard second to none. In November, 1928, he was appointed General Manager of the French State Railways, which he completely re-organised and brought to a high condition of efficiency; this we described in some detail in our issue of January 6, 1933. M. Dautry retired in June, 1937, and became a Director of the new French National Railways Company—one of the two persons "who have rendered eminent railway service." A fortnight after the outbreak of the present war he became Minister of Armaments in the French Cabinet. Nothing has been heard of him since the Fall of France, but there can be little doubt that he has remained in retirement rather than collaborate in any way with the German occupying authorities.

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"Is It Safe?" and "Safety First"

The inception of the present safety movement in Great Britain, although inspired from the U.S.A., developed on typically British lines. It is a result of the independent, but parallel, activities of the G.W.R. and the old Underground Group. The pioneer work on the G.W.R. forms the subject of an interesting article this week by Sir Felix J. C. Pole, who was largely responsible for its inception in 1913. The campaign was directed principally to employees of the company, as the annual casualty total among railwaymen had been rising persistently, and the new slogan "Is It Safe?" was devised for the purpose. A metal talisman bearing this slogan was distributed, and was afterwards produced in Afrikaans at the request of the South African Railways. The series of safety articles that appeared in the *Great Western Railway Magazine* (of which Sir Felix Pole was then Editor) was reprinted in book form, and was adopted wholly or in part in India, Africa, Australia, Chile (in Spanish), and China. The campaign initiated by the London General Omnibus Company was directed more to the travelling public, and used the slogan "Safety First." This was the genesis of the London "Safety First" Council (now the London Council of the Royal Society for the Prevention of Accidents) and the British Industrial "Safety First" Association.

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"Safety First" in Early Years

Caution is so generally accepted as a characteristic of the Scotsman that it is not surprising to find one of the earliest "safety first" list of rules being issued over the signature of D. C. McCallum. He was born in Scotland in 1814, and emigrated with his family to Rochester, New York, in 1822. By 1854 a railway career had resulted in his reaching the position of General Superintendent of the Erie Railroad, and it was in this capacity that he issued nine Rules to Engineers, dated December 1, 1856. The first was brief and pointed: "Run safely first, and fast afterwards." Other rules elaborated the same theme, such as "Make your time if you can do so safely, otherwise not," and amounted to injunctions never to run a risk where the nature of the case admitted of certainty. The primary object of these rules was to ensure safety to passengers and property; education of members of the staff for their own protection had not yet been begun. At the same period in our own country there was a Society for the Prevention of Street Accidents and Dangerous Driving, with offices at 47, Pall Mall.

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Public Relations

Thousands of people who used other methods of transport in peacetime have been compelled by war conditions to use the railways. Unfortunately they are not seeing the railways at their best, and for this reason it is all the more necessary for the railways to establish friendly relations with them if any substantial measure of their patronage, and, above all, of their goodwill, is to be retained after the war. To such an extent is this realised in the United States that certain of the more influential railways are instituting special courses of instruction in public relations for their employees. An important example is the New York Central System, which, in conjunction with the Industrial Service Bureau of the New York State Department of Education, has been holding classes for this purpose in New York State; in these over a thousand employees have enrolled. The training covers a total of twelve hours, in two-hour sessions, one night a week for six weeks in all. Its primary purpose is to bring about a better understanding on the part of railway employees as to how the public, both passengers and shippers, may best be served in order to retain and strengthen their goodwill

to the railways. It also lays stress on the advantages of railway employment, and goes into the needs of the employee, the management, the owners, and the customers, explaining the mutual interests of all parties and the value of co-operation and understanding. Further, it does not hesitate to enter into such details as the employee's appearance, characteristics, mannerisms, judgment, and tact, as affecting public relations; clients' complaints and employees' opportunities are also dealt with, as well as post-war conditions and possible improvements of service.

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War Advance to Senior Railway Staff

It will be recalled that in July, 1943, sanction was given to the payment to railway staff in receipt of salaries between £500 and £1,000 a year of the war advance previously payable only to railway staff earning less than £500 a year. This extension of the principle of payment of a war advance operated as from April 26, 1943, and we then expressed the view that it was extremely difficult to find any justification for declining to apply the same principle to all railway staff, irrespective of salary. We understood that the main reason for the discrimination against those holding the more responsible railway positions was the existence of a similar limitation in the case of civil servants. We have previously shown how advantageous civil service clerical conditions are compared with railway service conditions and, therefore, learn with considerable interest that as from November 1 last civil servants earning "in the region of £1,500 per annum," to quote the phraseology of the public announcement, are to receive the same war advance as the lower grades. We have no doubt that the desirability of giving a similar concession to railway staff in the comparable range of salaries will shortly be re-considered. Should this be done, the number of staff then not receiving a war advance would be so very small in relation to the total railway staff as to render their continued exclusion quite unjustified, particularly when regard is had to the incidence of income tax on their earnings as compared with staff in the lower range of salaries.

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An American Railway Expansion

The period of 45 years during which Mr. Edward J. Engel, who, as briefly recorded in our September 8 issue, recently retired from the position of President & Chairman of the Executive Committee of the Atchison, Topeka & Santa Fe Railway System, has served that line has witnessed a striking growth in what is today one of the largest railway organisations in the U.S.A. When Mr. Engel joined it in 1899 the system was thirty years old; it operated 7,108 miles of main track, 82 miles of secondary track, and 1,446 miles of yard lines and sidings. Today the corresponding figures are 13,147, 1,952, and 5,828 miles. Gross earnings for the entire year 1899 were less than one month's earnings today. A sidelight is thrown on modern taxation by the fact that the tax bill of the Santa Fe 45 years ago was about equal to present-day accruals for between three and four days. At that period the heaviest standard rail on the system was 75 lb.—today it is 131 lb. Mr. Engel joined the Santa Fe as a stenographer in the Purchasing Department; after holding various positions, he was appointed Vice-President in 1918, and Executive Vice-President in 1938. He has served as a member of the board of directors between 1918 and 1921, and continuously since 1925. He has been President & Chairman of the Executive Committee since 1939. Mr. Engel continues as a member of the executive committee and the board.

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Elimination of Night Noises at Stations

One of the most disturbing and unnecessary annoyances to passengers in the course of their travels in night trains are noises at stations, and in India the managements of the State Railways make every effort to draw the attention of the staff to this fact, so that the source of annoyance may be minimised. From a notice recently issued by the East Indian Railway, it appears that very little has been accomplished towards improved conditions in this respect, and a notice amounting to an admonition has now been issued. That noises at stations can be reduced appreciably, if not eliminated altogether, is unquestionable, but, as the notice points out, this can be achieved only by the hearty co-operation and endeavours on the part of the station staffs, and particularly supervising staff at stations. Unnecessarily blowing off steam through locomotive safety valves, whistling, shouting, banging of doors, rough shunting, arguments, vendors bawling out their wares, hammering on compartment windows, the loading and unloading of parcels, luggage and mails, etc., in a noisy and inconsiderate manner are some of the noises commonly met with at stations. It is pointed out that, if station staffs would give this matter their earnest attention and persistently check all preventable noises, those who

consistently offend in this respect could be induced to appreciate the desirability of mending their noisy ways and gradually to develop a habit of avoiding the noises for which they are responsible at present.

Industrial Town Planning and Railway Services

It is pointed out in a recent issue of the *Bulletin* of the General Manager of the South African Railways & Harbours that railway services, which include private sidings, are of primary importance in the planning of industrial townships. Frequently, however, it is complained, plans for such townships are prepared and passed, and in some cases ground is sold and buildings are erected, before provision for railway services is made, with the result that unnecessary complications and difficulties arise. The conclusion is inescapable, it is added, that the parties concerned take the eventual provision of railway facilities for granted, and fail to take into account the technical and operational difficulties which are inevitable if tracks and private sidings have to be provided in built-up areas. We fear that the airy dismissal of technical problems as being of secondary importance represents a habit to which many planners in all countries are prone. An extreme case which occurred recently in South Africa was that of a proposal, in relation to a town plan, for fifteen level crossings, a proposal which failed to take into account not only the difficulties occasioned by crossings of this type in connection with private sidings, but also the fact that, in general, substantial sums of money are being spent on the elimination of level crossings.

Diesel Streamline Train Reliability

If American railway operating officers a few years ago were predisposed in favour of diesel-operated streamline trains for their long-distance passenger services, they are doubly so today as a result of the way in which these trains are standing up to their work in war conditions. There has been little reduction in running speeds since the United States entered the war; for example, the "City of Denver" trains, operated jointly by the Chicago & North Western and Union Pacific Railroads, on a run of 1,048 miles nightly between Chicago and Denver, have been decelerated no more than from 16 hr. westbound and 15 hr. 40 min. eastbound to 17 hr. in both directions, or from 66.5 and 66.9 m.p.h. overall to 61.7 m.p.h. Yet these two trains in June last completed eight years of continuous running, seven days a week in each direction, without once being taken out of service, save on one or two occasions when mishaps for which the trains themselves were not responsible made repairs necessary. A spare diesel-electric locomotive has been used when one of the two power units has been under periodic overhaul, but all repairs and adjustments to the trains themselves have been made in the few hours available at the two terminals while the trains were being turned round. The joint mileage of the two trains in eight years has been 6,084,022, notwithstanding the high speeds at which they are operated, averaging 70 to 80 m.p.h. over long distances, and with maxima up to 100 m.p.h. In July the first of them went into the shops for overhaul and reconditioning, and for the first time a substitute train was run.

Relating Casualties to Traffic Handled

In presenting medals for safe operation recently to the eastern district of the Union Pacific, the Duluth, Missabe & Iron Range, and the Charleston & Western Carolina Railroads, it was emphasised that any adequate survey of casualties to passengers and staff must relate these figures to the tonnage moved. For example, as has been evident in the "Overseas Railways" columns of *The Railway Gazette*, 1943 was a year in which there were a number of disastrous wrecks of passenger trains, bringing the rate of passengers killed while travelling by train from 2.05 per billion passenger-miles in 1942 to 2.97 in 1943, but this increase was more than offset by an increase of 64 per cent. in passenger train-miles operated during the same period. On the other hand, the fatality rate among employees, notwithstanding an increase of 30 per cent. in man-hr. as between 1942 and 1943, dropped by 7 per cent. Some more striking comparisons are those made over a period of 25 years. In 1918, United States railways operated 409 billion ton-miles of traffic; in 1943, 730 billion. Yet, whereas in 1918, 3,419 employees were killed, in 1943 the number had fallen to 1,072—a diminution from 8.36 to 1.46 per billion ton-miles. Similarly, 1943 more than doubled the aggregate passenger-miles of 1918—88 as compared with 43 billion passenger-miles—but the passenger fatality total of 471 was nearly halved by a reduction to 262. These notable improvements have been achieved notwithstanding a considerable reduction in railway staffs, and despite the fact that, with 22,000 fewer freight locomotives, and many fewer wagons, the United States railways have been handling 55 per cent. more freight than in the First World War.

British-Owned Railways Overseas

IN the House of Commons on November 17, Mr. Hugh Molson, on the motion for the adjournment, raised the matter of British overseas investments. In large part, as might be expected, the ensuing debate dealt with the position of British-owned railways in overseas countries, more particularly in Argentina. Mr. Molson pointed out that individuals in Great Britain had saved money in this country, and it had been exported in the form of steel rails, rolling stock and locomotives, which had given employment to people in the North of England, and had also resulted in the development of virgin parts of the earth, which had been to the advantage of this country as an industrial State, and to the advantage of, for instance, the Argentine, which had thereby been developed. Food from the Argentine had been available readily to the markets of this country, and those industrial workers who produced the locomotives and rolling stock subsequently had been fed by the food from the Argentine. The Argentine has benefited from that investment, and the investor in this country was entitled to expect some interest on his savings.

Mr. Molson went on to recapitulate the general position relating to railways in Argentina, and pointed out that recently there had been a change for the better. In the case of purchases of coal, instead of the fixed exchange being 15 pesos to the pound, it had been altered to 14, and in the case of financial service, it had been altered from 16.15 to 14.15. This had been done to enable the Argentine railways to bear the burden of an increase in wages which, in large measure, had been brought about by the action of the Argentine Government. Of that he made no complaint. It had been recognised that in imposing an additional burden on the British-owned railways, the Argentine Government was under the obligation to see that the railways had the resources with which to bear that burden. He did complain, however, that as these British-owned railways were operated under a law which provided that there should not be any taxation levied on them other than a certain 3 per cent. from the amount of their profits, to introduce a discriminatory exchange was a breach of that law, which did not expire until 1947. He asked that the British Government should consider whether it could not make representations to the Argentine Government and urge that, as that administration had so high a reputation for complete fairness and correctness in the service of its debts, it should treat the debt of the Argentine railways in the same way.

The Minister of State, Mr. Richard Law, who replied to the debate, also dealt with the position of the Argentine railways, and said that the decreasing volume of remittances on these investments in recent years—"and that from a country which is at present one of the most prosperous in the world"—had caused the Government no little anxiety, for there really seemed to be so little excuse for such a state of affairs. The new arrangements between the British-owned Argentine railways and the Government, resulting from the decree of June 3, were limited in extent and duration, and did little to improve railway earnings or to enable them to meet their fixed charges. The difficulties of the railways dated from long before the war and had resulted in virtually no dividends and a progressive deterioration. Some of the difficulties had been common to most railways, and others were due to war scarcities. "The fact, however, remains, that for years the Argentine authorities have contributed nothing whatever in constructive thought to this problem—and have shown no disposition to assist the reforms that were as necessary for the convenience of the users of the railways as they were to the restoration of the earning capacity of the lines." He added that what the railways required was goodwill and support in their endeavour to give an up-to-date service. They wanted a larger and assured peso income, not only as a reward for their long-suffering shareholders, but for the maintenance and rehabilitation of their capital assets. He did not think that any amount of concession as to exchange rates would compensate for an inadequate peso income.

The statement made by Mr. Law was in stronger terms than had been used previously by British Government spokesmen. Presumably, it was made after due consideration and in the light of all the circumstances, but, superficially at least, it would appear to come a little strangely, so soon after the agreement arrived at by Sir Montague Eddy with the Argentine Government, and which was the subject of editorial comment in our November 10 issue. Admittedly, that agreement does not go so far as could be wished towards the rehabilitation of the British-owned Argentine railways, but Sir Montague Eddy evi-

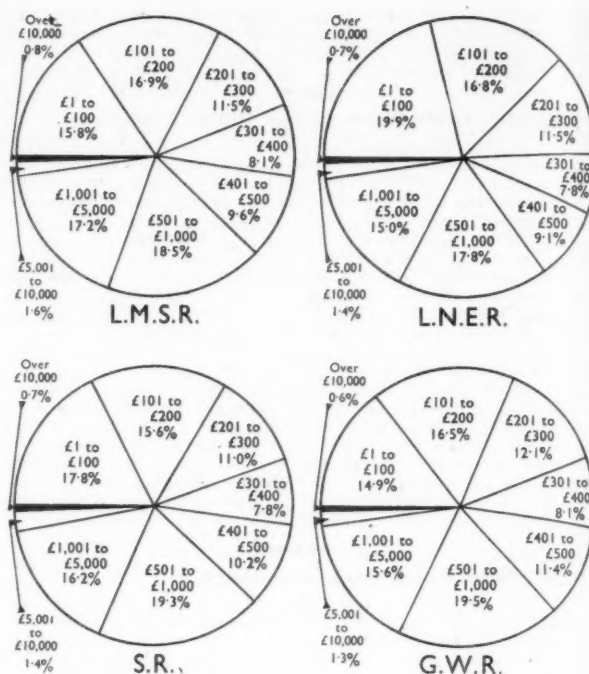
dently has done excellent work in improving relations between the railway administration and the Argentine Government, and it had been hoped that as a result of this further improvements might be forthcoming later in the status of the lines. In this connection it is reported from Argentina that the Vice-President of that State, Colonel Peron, paid a warm tribute to Sir Montague Eddy at a recent ceremony in Buenos Aires, when laying the foundation stone of a railwaymen's clinic. "I wish to leave on record that in all contacts I have had with the railways' representative, Sir Montague Eddy, he has been as intelligent, truthful, loyal, and sincere as is his country—England." Colonel Peron is reported as saying, adding: "That man made possible agreements for which our railway workers will be grateful."

Who Owns the Railways?

MOST people interested in British railways have long been aware that there are 848,000 holders of railway stocks, apart from those who prefer to keep their holdings in the names of insurance companies, building and friendly societies, and similar bodies. This information is given each year in the annual publication issued by the railway companies. So we have a good idea that upwards of a million people own railway stocks, and the same publication also tells us that they are largely "small investors." One might think that this would be sufficient to show that any talk of "plutocracy" or "big business interests" in connection with the railway ownership is absurd; but apparently it is not. No less a person than the Parliamentary Secretary to the Minister of War Transport does not seem to believe it. In the House of Commons last August, speaking in his official capacity, he is reported in *Hansard* as having said that for some reason which he did not understand junior railway stocks were alleged to be the property not of "big business interests" but of "little men," adding that this view had evoked some sympathy, and, in fact, that it was without foundation of any kind.

It was a surprising statement and an analysis which has now been made shows the exact opposite. Lest there should be any doubt who does own the railways, a pamphlet* has been written by Mr. Hargreaves Parkinson, Editor of *The Financial News*, to which Lord Royden, Chairman of the Railway Companies' Association, has contributed a foreword. The value of the pamphlet is that it provides incontrovertible proof, in detail, that the railways are owned by a wide cross-section of the entire British community, that the undertakings are in fact co-operative enterprises, and that railway ownership could not be more "democratic" whatever changes were made.

The total number of stockholdings is 1,136,980; of these 17½ per cent. do not exceed a nominal value of £100; 63 per cent. do not exceed £500; and 82 per cent. do not exceed £1,000.



the contrary, that the junior stocks are overwhelmingly small holdings. For example, the holdings of all ordinary shares not exceeding £1,000 are:

Ordinary Stock	Per cent. of total holdings
G.W.R. ...	67
S.R. Pfd. ...	87
L.M.S. ...	83
S.R. Defd. ...	81
L.N.E. Pfd. ...	90
L.N.E. Defd. ...	83

It is certain that these appendices will form an important part of the array of railway data which are available to all who wish to know about the constitution of the four group companies.

Mr. Parkinson is inclined to be critical of the proxy system as a method of shareholders' control, and makes an interesting

TOTAL STOCK HOLDINGS OF EACH COMPANY

Range £	L.M.S.R.		L.N.E.R.		Southern		G.W.R.	
	No. of holdings	Per cent. of total holdings	No. of holdings	Per cent. of total holdings	No. of holdings	Per cent. of total holdings	No. of holdings	Per cent. of total holdings
1-100	62,652	15.8	80,236	19.9	32,269	17.8	23,538	14.9
101-200	66,956	16.9	67,428	16.8	28,418	15.6	26,016	16.5
201-300	45,596	11.5	46,063	11.5	19,910	11.0	19,102	12.1
301-400	31,899	8.1	31,348	7.8	14,263	7.8	12,744	8.1
401-500	37,902	9.6	36,483	9.1	18,497	10.2	18,026	11.4
501-1,000	73,340	18.5	71,458	17.8	34,999	19.3	30,820	19.5
1,001-5,000	67,890	17.2	60,264	15.0	29,372	16.2	24,762	15.6
5,001-10,000	6,122	1.6	5,669	1.4	2,584	1.4	2,032	1.3
Over 10,000	3,280	0.8	2,864	0.7	1,213	0.7	965	0.6
Total	395,637	100.0	401,813	100.0	181,525	100.0	158,005	100.0

More than half of all dividend warrants despatched annually to railway stockholders are for amounts, after tax deduction, ranging up to £10 only. In less than 1 per cent. of the total instances does a dividend warrant exceed £250 net. Perhaps the two tables given as appendices are the most valuable part of the pamphlet. These contain a detailed split under each class of stock, with a special analysis of holdings over £10,000, which constitute only 0.7 per cent. of the total. From these tables it can be seen, despite Mr. Noel-Baker's statement to

suggestion for improvement. At the same time it is important to bear in mind that proxies are made by shareholders in the name of any other shareholder they wish to nominate to act for them in their absence, and it is the whole body of shareholders who vote. There must be a quorum present in person or by proxy of twenty people holding £1,000,000 of capital and if with the small holdings this were not achieved, an annual meeting would be abortive. Therefore proxies are required for this purpose. Further, in any large company it is in the interests of the shareholders as a whole that a chance majority of those able to attend a meeting in person should not be led by some soap-box orator to act against the interests of the whole body,

* "Who Owns the Railways?" by Hargreaves Parkinson. Foreword by Rt. Hon. Lord Royden, C.H., Chairman, Railway Companies' Association. Price 1s. *The Financial News*, 20, Bishopsgate, E.C.1

and proxies are therefore necessary. Nevertheless, there may be something to be said for Mr. Parkinson's suggestion that there should be a Stockholders' Parliament elected annually by all the stockholders to represent them in their relations with the boards of directors. In the first of the articles* on "A National Transport Programme" it was suggested that "it ought to be possible to improve on the present system of shareholders' control to make it more direct and effective."

In our last issue a correspondent suggested that when voting power is taken into account, "control lies by an absolute majority in the hands of the £1,000-£10,000 group and it is therefore this group which can be considered as the 'railway stockholder' class." As we have indicated above, voting power rests only with the shareholders, and the owners of loan and debenture capital have no controlling power or rights of voting at company meetings, so long as their interest is promptly paid, except where any proposals affecting them as a class are being considered. Generally, the voting power at company meetings is exercised by the owners of guaranteed, preference and ordinary shares, but not debenture stock, and the large quantity of such share capital, and the widespread holding of it, renders it improbable that the majority of the voting power can be secured by any one section whose interests are not similar to those of the stockholders as a whole. Our correspondent produced no details to support his statement, but to select a group from £1,000-£10,000 and describe it as "the railway stockholder class" is special pleading; he might equally have selected £100-£10,000. Further, a shareholder with, say, £1,000 of L.N.E. ordinary, for which he has paid £40, would be included in his group. It has also to be remembered that voting power tapers; for example, in the case of the G.W.R., 20 holders of shares with a nominal value of £500 have 200 votes, but 10 holders of £1,000 have only 120 votes, two holders of £5,000 have only 56 votes, and one holder of £10,000 has 38 votes. In our view our correspondent's statement—even if it were correct, which on our calculations, taking the above factors into account, is not the case—does not disturb the conclusions of the analysis, and there is no basis for his argument that railway ownership "would be more democratic were the railways to be nationalised."

Before we leave our consideration of this most valuable study, there is one further comment we desire to make. The purpose of the pamphlet is to show that the railways are already publicly owned, though not owned by the whole mass of taxpayers, and it becomes part of the factual material before the community to enable it to reach a conclusion on the future of the railways. It adds another chapter to the case against the nationalisation of the transport system of this country. But it is necessary to bear in mind that the rejection of nationalisation does not of itself solve the problem of transport; indeed, some recent proposals under private enterprise, if adopted, in our view, would inevitably lead to nationalisation. There must be a plan which will provide a healthy, co-ordinated transport system for the whole country; anything short of this—for example, a return to the pre-war state of affairs, or worse—would be against the public interest and should be firmly rejected.

◆◆◆◆

The Pullman Separation Plan

IN accordance with the Decree of the United States District

Court which earlier in the year ordered the separation of the car-manufacturing from the car-operating activities of Pullman Incorporated, on the ground of violation of the Sherman anti-trust law, the company, which has decided to retain its interest in the Pullman-Standard Car Manufacturing Company, as was expected, has now offered its car-operating subsidiary, the Pullman Company, as a going concern to the railways interested. The proposal is that a new corporation, known as the Railway-Pullman Sleeping Car Company, should be formed by the railways to acquire the properties of the Pullman Company. The purpose would be to perpetuate the centralised pool system of sleeping car operation under an experienced organisation which would be taken over with the properties, so assuring a continuance of the mobility of cars, equipment, supplies, and personnel necessary to meet the seasonal variation in sleeping car demand in various parts of the country.

This in its turn would help to maintain the high standard of service which the word "Pullman" now connotes in North American travel. For technical, legal, and financial reasons it is

not considered possible for the proposed company to acquire control of the Pullman Company by the purchase of its stock; difficulties in the way of such purchase would be more than ten years of unsettled Pullman tax liabilities, and other liabilities connected with the Pullman Company's pension plan for employees, also uncompleted settlements with the railways concerning working in 1943 and 1944. For these reasons the property therefore would have to be transferred by purchase.

The present Pullman stock comprises 6,851 cars. Of these 4,034 are sleeping cars and composite cars of the older heavy-weight type, valued at \$24,359,810, or an average of \$6,038 apiece. There are also 2,208 still older heavyweight cars, now fully depreciated and used chiefly for tourist purposes; these are valued at \$4,416,000 or \$2,000 each. Finally, there are 605 modern lightweight sleeping cars valued at an average of \$64,356 each, or \$38,935,436 in all, together with 4 lightweight composite cars valued at \$221,235; but these would be excluded from the initial purchase transaction in view of the uncertainty as to whether the railways over which they are now running would exercise a previous right to purchase individually. Other property of the Pullman Company includes maintenance shops and laundries valued at \$5,365,221, and materials and supplies of an estimated value of \$12,443,520. The prices are based on purchase of the whole *en bloc*, and would be varied if the units were divided up and sold to individual railways or groups of railways.

The initial offer is of the heavyweight standard sleepers and composite cars, the shops and laundries, and the materials and supplies, of which the total value is estimated at \$42,168,551. Included in this offer are certain intangible assets, such as the Pullman sleeping car agreements with the railways, its agreements with the U.S. Government as to the operation of troop sleeping and kitchen cars, and its patents, licences, and leases, but not its share in the Railroad Rolling Stock Patents Corporation, formed some years ago, jointly with the New York Central System, the Pennsylvania Railroad, and the Chrysler Corporation, for experimental improvements in railway rolling stock. Provision would be made for the railways to defer the purchase of the 2,208 fully depreciated sleeping cars, and, if so desired, to refrain from buying them; also, for reasons previously given, the 605 new lightweight cars are excluded from the initial purchase transaction.

It is regarded as probable that investment firms would be prepared to finance three-quarters of the purchase of the 4,034 heavyweight cars, secured by the issue of investment trust certificates. The new company would therefore require to find a little over \$6,000,000 for the purchase of the cars, together with the valuation of shops, laundries, materials, and stores, and about \$6,000,000 for initial working capital, making a total of roughly \$30,000,000. If the lightweight cars were included, this amount would increase to nearly \$70,000,000. The financial arrangement proposed is that each railway at present using Pullman cars should raise \$1,000 for every \$1,790 of Pullman sleeping car business that was done over its lines in 1940; if any such railways decided not to participate, the share of the new capital to be raised by the remainder would be proportionately greater. The Pennsylvania Railroad already has indicated its intention to own and operate its own sleeping-car service in future; and the formation of regional groups of railways, rather than an all-railway pool, will not be incompatible with object in view. As to future working methods, it is suggested that each railway using the cars should retain the entire revenue derived from the sale of sleeping car space, but should pay to the new company a fee based on the average operating costs per car of the types of car in use. The railways which have been circularised by Pullman Incorporated along these lines are reminded that any plan to which they may agree is subject to the approval of the District Court, and also to any approval which may be necessary by the Interstate Commerce Commission, under the exercise of its statutory powers. It is possible, of course, that one or two non-railway interests may offer to buy the properties.

It is interesting to compare the present Pullman position with that of the American Railway Express Company, an independent organisation which, about the time of the First World War had consolidated the operations of practically all the various companies dealing with parcels in the United States—a function which until then had been left by the post office and the railways mainly to private enterprise. But the monopoly so created resulted in the formation, in 1929, of the Railway Express Agency Incorporated, in which 86 Class 1 railways acquired the major part of the express business; in 1938 the remaining large express company was bought out, and from that time onwards this agency, jointly owned by 115 railway companies, has handled

* The Railway Gazette, June 18, 1943

all the express traffic, in similar fashion to the railway consortium now proposed to take over the management and operation of the Pullman sleeping car business.

The Railways' War Effort

SINCE the war began there has been an increase of about 10 per cent. in the total number of passenger journeys. To a considerable extent this rise has been caused by the increased travelling of members of the British forces and of the large number of American and other Allied Forces stationed in the United Kingdom. The average length of journeys has increased, so that the number of passenger-miles is estimated to have risen by about 60 per cent. The facilities for carrying this increased traffic could not be provided during the war and, in fact, there has been a reduction in the number of passenger trains running as well as the withdrawal of many long-distance trains. As a result, the number of passenger-train miles is now 30 per cent. below the pre-war level and the average load carried by passenger trains is 125 per cent. greater than before the war.

This reduction in passenger rail facilities has been necessary to enable the railways to supply the increased transport needed for essential war purposes. Moreover, the strain on the railway system has been accentuated by the diversion of shipping from London and the south and east coast ports. Since the beginning of the war the tonnage of freight carried by the railways and the average length of haul have both increased so that the work done by the railways measured by net ton-miles has risen by about 40 per cent.

These points are brought out in a White Paper issued this week and entitled "Statistics Relating to the War Effort of the United Kingdom."* The inland transport section of this voluminous document supplements statistics which have been made known recently relating to railway traffics during the war years to the end of 1943 and provides a good deal of additional information, more particularly as to the changes which have occurred in the distribution of passenger traffic by ticket categories. The following table, which is abstracted from the White Paper, shows the average loaded passenger-train miles for 1935-38, and the similar statistics for each year from 1939 to 1943 inclusive, together with the categories of travellers and total passenger journeys.

The statistics relating to freight-train traffic, given below, show clearly the rise in originating merchandise traffic, which at 81,000,000 tons in 1943 compared with only 45,000,000 tons in the pre-war average years, an increase of some 80 per cent. Mineral traffic rose from 51,400,000 tons to 61,400,000 tons or only some 10 per cent. Coal, coke and patent fuel, first as the

result of the loss of export trade, and the subsequent decline in production, fell from 171,800,000 tons before the war to 154,800,000 tons last year, a decline of almost 10 per cent.

PASSENGER TRAFFIC ON MAIN-LINE RAILWAYS IN GREAT BRITAIN
Millions

	Loaded train miles	Number of journeys				
		Full fare, monthly return, excursion, week-end, tourist, etc.	Workmen	Season ticket	Others	Total
1935-38 average	268	546	222	363	46	1,177
1939	246	464	242	348	50	1,104
1940	190	338	253	272	68	931
1941	192	347	289	241	102	978
1942	193	424	325	269	144	1,161
1943	194	458	318	292	200	1,268

FREIGHT-TRAIN TRAFFIC ON MAIN-LINE RAILWAYS IN GREAT BRITAIN

	Loaded train miles	Originating tonnage. Million tons			
		Merchandise	Minerals	Coal, coke and patent fuel	Total
1935-38 average	120	45.0	51.4	171.8	268.2
1939	124	50.4	50.9	183.0	284.2
1940	133	56.6	57.6	175.0	289.2
1941	131	61.1	60.8	161.3	283.2
1942	135	70.2	60.5	160.7	291.4
1943	135	81.0	61.4	154.8	297.2

LOADED WAGON-MILES AND NET TON-MILES RUN BY MAIN-LINE RAILWAYS IN GREAT BRITAIN

	Loaded wagon-miles			Estimated net ton-miles		
	Merchandise	Minerals	Coal, coke and patent fuel	Merchandise	Minerals	Coal coke and patent fuel
1938-39	1,888	334	873	5,192	3,162	8,295
1942	2,402	532	1,048	8,593	5,279	9,951
1943	2,537	534	981	9,659	5,355	9,343

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

The Complaint of the First Class Traveller

46, Denmark Street, Watford,
Herts. November 21

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—In your editorial of November 17 you say: "It is pertinent to enquire how any railway company can determine when it has sold its full quota of first class tickets." It is perhaps also pertinent to see what the railway companies' bye-laws have to say on the subject.

Bye-law 3 of the L.M.S.R. (and presumably of the other companies) is as follows:—

"At all intermediate stations fares will be received, and tickets issued, conditionally only on there being room in the train for which such tickets shall be issued. In case there shall not be sufficient room for all the passengers to or for whom any such tickets shall have been issued, the holders of such as shall be for the longest distances shall, as far as reasonably practicable, have the preference, and the holders of such as shall be for the same distance shall, as far as reasonably practicable, have priority according to the order in which such tickets shall have been issued, as denoted by the numbers stamped thereon. The company are not, however, to be deemed to undertake that such order of preference or priority shall be adhered to."

It will be seen that this bye-law recognises the issue of tickets for particular trains. It implies a guarantee of transport by

that train if there is room. If there is not room for all the passengers, it singles out for priority treatment "as far as is reasonably practicable" the holders of tickets for the longest distances in the order in which the tickets were issued.

Like Mr. Newman, the bye-law is obviously unaware that the majority of tickets issued are return tickets, for the numbers stamped on such tickets would be a very poor indication of the order of issue.

But the bye-law refers only to tickets issued at intermediate stations, and it might be pertinent to enquire whether at one time a ticket issued at a terminal station was, in fact, a contract to carry the passenger by a particular train, and if so, whether that guarantee still exists in theory if not in fact. If the answer to this question is in the negative, can you explain why the bye-law applies (in theory) only at intermediate stations?

Yours faithfully,

F. A. TAYLOR

Named Trains

Launt House, Worksop,
Notts. November 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your excellent little poem on page 512 of your November 24 issue loses its point, inasmuch as there are four, and always have been four, named trains appearing in the time-tables of the railway companies and Bradshaw with each issue since September, 1939. In addition to the couple you mention there are, and always have been, "The Aberdonian" and "The Night Scotsman."

Yours truly,

V. BOYD-CARPENTER

* Cmd. No. 6564. H.M. Stationery Office, price 1s.

Cryptograms in Correspondence

Thaxted,
Essex, November 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I protest vigorously against the criticism to which you subject my signature, and my thoughtfulness in telling you what it means. Speed is a virtue in these days, and, on the principle that the faster you go the less you see, inevitably individual letters in my signature have disappeared. Am I to blame if, left without guidance, correspondents address me as Aubrey Brow, Arthur Thompson, and so forth? What can I do except request my secretary to state what, apparently, no human being can deduce? I shall not assist you further. In future you must guess what it means. I subscribe myself (without translation), as

Your obedient servant,
ALGERNON BLOOM

P.S.—I am unable to decipher the last signature on your list, but from its contorted and ejaculatory aspect it would appear to be that of a holder of L.N.E.R. ordinary stock.

Armoured Locomotives

L.N.E.R. (Southern Area),
District Engineer's Office, Stanningley,
November 18

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—I am wondering if you are correct in describing the locomotive illustrated on page 496 of your issue of November 17 as being armour plated. I think the locomotive illustrated is a 4-6-0 engine of the former French State Railways which was fitted with a streamline casing about the year 1936.

Yours faithfully,
for District Engineer,
E. BILHAM

[We think that our correspondent is probably correct in his identification. We were officially advised as to the caption used, and it seems probable that the streamline engines were, in fact, used by the Germans in highly vulnerable areas because of the value of the casing as "armouring."—Ed. R.G.]

Engine Driving Without Tears

P.O. Box 546,
Haifa, Palestine. November 12

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—The system of recruiting and training prospective firemen which is outlined in the accompanying notice cut from a copy of a daily newspaper, *The Palestine Post*, of October 25, 1943, may have interest for such of your readers who may have grown accustomed to the conventional methods employed at home for so long.

As an old railwayman I was regarding the occasion as an opportunity to observe in the course of time the general shaping of engine crews initiated on these novel lines. Unfortunately,

it would seem that candidates did not avail themselves of this opportunity of embarking on the career of a locomotive driver according to plan and so there remains but to conjecture.

In these days, when vocational training has aroused such wide

NOTICE

Palestine Railways Locomotive Training School

Applications are invited from young men for admission to the Locomotive Training School for service in the Mechanical Branch of the Palestine Railways. The School is situated in Haifa adjacent to the East Railway Station.

Prospective candidates must be:—

- Residents of Palestine.
- Not under 17 or over 20 years of age.
- Of good educational standard.
- Able to speak and write English in addition to one of the other official languages of Palestine.
- Medically fit.
- Of good character.

Candidates accepted for training will be designated as learners and will be paid L.P.5 per month. The course will cover a minimum of six months and will consist of theoretical and practical training.

On satisfactory completion of the course of training and subject to the passing of a final proficiency examination, the learners will be promoted to Firemen at the appropriate basic wage plus high cost of living.

The career of a Locomotive Driver and the possibility of promotion to higher grades in the mechanical branch will be open to Firemen of satisfactory service.

Accommodation for a limited number of applicants will be available in the hostel which is attached to the Training School. Food and lodging in the hostel will be charged at a rate of 120 mils per day. Bedding will be provided, but learners must provide their own towels, soap, etc.

Applications for admission to the Locomotive Training School as an apprentice should be submitted to the Chief Mechanical Engineer on special forms to be obtained from the following offices:—

- Running Superintendent, Haifa.
- A/Running Superintendent, Lydda.
- Loco. Foreman, Jerusalem.
- Loco. Foreman, Jaffa.
- Loco. Foreman, Kantara.

Applications should reach the Chief Mechanical Engineer not later than November 10, 1943.

interest, particularly in connection with eventual demobilisation, it is possible that my somewhat aimless musing on what might have been the outcome, might be replaced with real advantage by an expression of your own view and perhaps those of some of your readers best qualified from specialised experience in this particular sphere.

Yours faithfully,
A. L. JONES

Publications Received

Railway Line Clearances in North America.—New York: The Railway Equipment & Publication Company, 424, West 33rd Street. 11 in. × 8 in. 594 pp. Price \$3.—With the multiplicity of railways on the North American continent, it is obvious that consignors of goods would not be able to take the maximum advantage of the facilities available unless adequate and reliable information were accessible regarding line clearances and vehicle dimensions. These data are published in admirably clear form in the annual volume entitled "Railway Line Clearances," which is published with the official sanction of the Association of American Railroads. As long ago as November, 1908, a resolution was passed requesting railway companies and other vehicle owners to supply such information to the publishers, and this request was amplified in November, 1912, by the addition of third-rail clearances. The details included cover local clearances and also information concerning through routes and interline routes, as well as weight

limitations of all the principal railways in the U.S.A., Canada, Mexico, and Cuba. Apart from its actual reference value on the North American continent, this volume has much that is of interest to railway administrations in other parts of the world in its clear method of presentation and comprehensive detail.

Our Railway History: Part II. By Rixon Bucknall. London, 1944. Published by the author at 71, Witley Court, Woburn Place, W.C.1. 7½ in. × 4½ in. 50 pp. + illustration plates. Price 3s. 6d.—This book forms the second of three parts of *Our Railway History*, of which the first was reviewed in our issue of June 30, 1944, page 663. Part II, however, is self-contained, and, if desired, can be regarded as independent of the other two parts. It outlines briefly the story of six of the pre-grouping railways, namely, the Great Eastern, the Lancashire & Yorkshire, the Great Central, the London & South Western, the London, Brighton & South Coast, and the South Eastern & Chatham; The story is well and interestingly told, and the illus-

trations are noteworthy as being well selected and well produced. The present book is folioed from pages 49 to 98 to facilitate binding in the series.

Part III will cover the five former Scottish railways and will contain an appendix relevant to all three parts, dealing with liveries and steamer funnels.

A Century of Ironmaking.—Within the limits of wartime austerity, the Midland Iron Co. Ltd., of Rotherham, has issued a really handsome booklet to mark the centenary of its business. The construction of the works on the present site was begun in the autumn of 1842, but the manufacture of wrought iron was first undertaken in July, 1844; the original plant consisted of six puddling furnaces, a ball furnace, and one forge train. The wrought-iron trade reached its heyday during the decade 1855-1865. A brief illustrated account is given of how wrought iron is made, and there are some informative paragraphs on the future of wrought iron. Today, the company is a subsidiary of Thomas W. Ward Limited.

The Scrap Heap

"AND SO—VICTORIA"

German radio claimed last week that London's Victoria Station had been hit by a V2.

CRYPTOGRAM KEY

In response to numerous requests we give below the names of the various signatories reproduced in our last week's issue in the order in which the signatures appeared: (1) Arthur Dennis; (2) K. W. C. Grand; (3) A. S. Quartermaine; (4) J. C. L. Train; (5) Ashley Brown; (6, 7 & 8) we cannot decipher; (9) V. M. Barrington-Ward; (10) C. E. Rooke.

CHRISTMAS HOLIDAYS

The Ministry of Labour and National Service called attention to the Government's recommendations concerning Christmas and New Year holidays. It has been decided that the following days should be approved holidays—either Saturday, December 23, Christmas Day and Boxing Day, or Saturday, December 30, New Year's Day and January 2, 1945.

"A DANGEROUS CRAZE"

Boys who collect train numbers are creating a problem, said Police Inspector Gittings at Tamworth (Staffs) Juvenile Court, when several Birmingham lads were accused of railway trespass. During school holidays, he said, as many as 200 lads at a time from places as far afield as Bristol and Crewe came to Tamworth because it was an important rail centre crossed by two main lines. They got out of hand and to relieve boredom between waiting for trains, ran about the permanent way putting coins on the metals. They afterwards collected the coins as souvenirs. He was afraid to send a uniformed policeman in case in trying to escape they ran under a train. He added that a book had been issued with diagrams and descriptions of engines and columns for entering numbers of the different types observed. One parent said his boy preferred to spend his pocket money travelling about for this purpose. No prizes were offered for it.

During a recent inspection by a Government Inspector of Railways in India, a stationmaster was asked what was the system of working. His reply was: "The obsolete block system."

PETROL RATION

A Ministry of Fuel official said last week "There is no truth in suggestions that it has been decided to restore the basic petrol ration in the spring."

PLANNING AND CONTROL

Many people regard planning and control as the only hope for the future. Those of us in industry who have had experience of such control can only pray for the rapid return to a state of affairs in which it is possible to reach a decision without having to consult endless committees of people whose experience of industry is so limited as to be almost negligible.—From Mr. Michael Dewar's address to shareholders at the general meeting of British Timken Limited.

STATION ANNOUNCERS

The railway companies have done a great service to the travelling public by the institution of announcers at the principal stations. It must have resulted in reducing the number of questions asked of harassed officials, for even the proverbial old lady can hear and understand the clear and concise instructions which emanate from the loudspeaker.

The companies, to their credit, have sometimes chosen the possessors of some very attractive voices; and at some places they have picked those who are not exactly "silver-tongued" or "golden voiced." A weird admixture of local accents is heard up and down the country, and it is intriguing for the traveller to compare their voices and methods.

We, for our part, have heard announcers carrying out their jobs on every system, but shall we bring a torrent of correspondence on ourselves if we confess that we are always glad to listen to the young lady at Didcot?

FIRST CLASS TRAVEL

In the last five years I have travelled some 50,000 miles on a job of national importance. Being over 70, I found third class travel so uncomfortable that I changed over to first, and as a result have been able to carry through a very strenuous job. Whenever I have paid first class and had to stand in the corridor I have always represented it to the railway company, who, without demur, have refunded me the difference between a first and a third class fare, but in 50,000 miles that has only happened twice.—Lt.-Colonel G. H. Badcock, in a letter to "The Times."

A LOST TRAIN ON THE L.N.W.R.

One of my duties was to be the custodian of the ledger agreements which traders signed when they wanted credit for traffic charges. An agreement with a large iron works in the north was called for one day and could not be found. I asked the Manager to produce my receipt for it, but it was evident that if it had ever been obtained it had not been put into my custody. The firm owed the company a lot of money and it was rumoured it was about to fail. As the clerk in charge of bad debts, I was sent for and found the Manager, his assistant, his chief clerk, and the solicitor in conference. There was a train load of iron in our possession which the agreement would have authorised us to seize for our debt.

"This is a very serious matter, Mr. Willis. Can you throw any light on it?"

"I can only say that if the agreement was signed it must have been retained in the district office."

"It is most unfortunate, as the solicitor advises we must not seize the iron unless we can produce the document. It means a very heavy loss."

"That is so," I agreed, "unless you lose the iron."

"Lose it?"

"Yes, if it is lost a claim will be made and under the bankruptcy practice I am bound to set off claims in contra."

The solicitor agreed with what I said and I was allowed to retire from the conference. I heard afterwards that the hint had been taken. A whole train of wagons mysteriously disappeared and many months afterwards was found some hundreds of miles away. When I related this incident to a retired colleague recently he remembered the talk at the time about a lost train, but never heard the secret of it before.—From "Fifty-One Years at Euston," by R. Carrington Willis, Former Registrar of the London Midland & Scottish Railway Company.

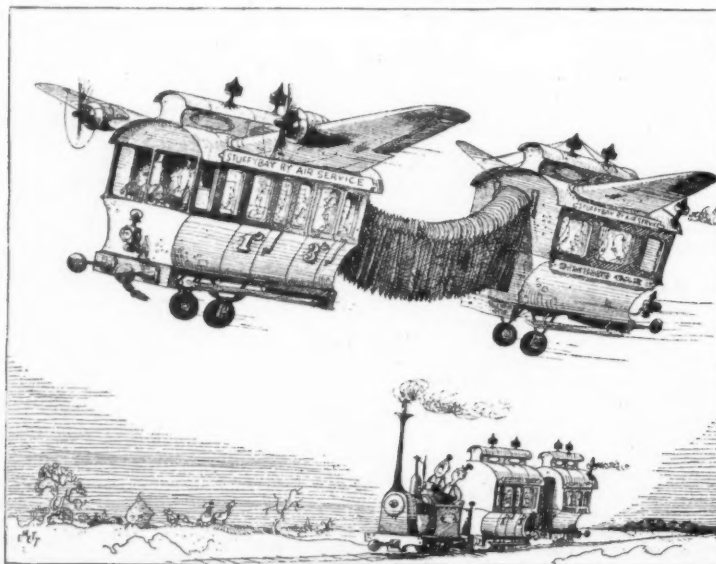
TAILPIECE

The railways always will arrange
Capacity for cargoes strange
And never turn a hair;
Elephants dispatched with ease,
Circuses, performing fleas,
Complete with *savoir faire*.

Yet stranger things have now been found,
Involving London's Underground,
And Scottish railways too.
A cat upon the "Circle" tiles;
A seal (performing?) between whiles;
A stag on Bakerloo.

The railwaymen were undismayed,
For all concerned much tact displayed,
And nobody turned red;
The cat recovered from the shock—
The seal was pushed back in the loch—
The stag, alas, was dead!

A. C.



"New-fangled idea it MAY be, but I'm glad the Company 'as remembered it's got traditions to maintain . . ."

[Reproduced by permission of the proprietors of "Punch"]

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

SOUTH AFRICA

Revision of Service Conditions

A special notice issued recently by the General Manager, South African Railways & Harbours, announces improvements in wages, salaries and working hours, under which all employees now receiving not more than £735 a year will benefit.

To meet the increased commitments, which will amount to over £4,000,000 a year, it has been decided (see page 553) to apply a war surcharge of 10 per cent. on all railway, harbour, and road rates and fares. Rates on petrol will return to their pre-1936 basis. The surcharge will not be imposed on certain essential items of foodstuffs. (The railways have not increased any rates or fares since the outbreak of war, despite rising expenditure).

Under the new provisions, grade III clerks, who constitute the largest single class of clerical workers, will proceed to a maximum of £400 a year, compared with £353. To afford more rapid progress for the junior clerical staff, the number of grade II appointments on the establishment is to be increased by approximately 50 per cent. Every adult married rail-worker in future will start his service at a basic wage of not less than 10s. a day.

Factories Act Committee

A special committee was set up to examine the Factories, Machinery & Building Work Act, 1941, and to formulate recommendations as to the extent to which its principles should be applied to the Railways & Harbours. The committee's recommendations were adopted by the Administration practically in their entirety. The Factories Act Committee recommended that an investigation be made and a plan prepared for the improvement of hours of duty. Early in 1943 a departmental committee was appointed, the report of which was presented early in the present year, and its recommendations, with minor exceptions, agreed. The acceptance of the committee's recommendations concedes substantial improvements in the hours of duty of many grades of staff, and the principle is accepted of paying for weekday overtime at the rate of time-and-one-third, and for Sunday time at double rates. The improvements include a reduction in working time of from 48 to 46 hours a week for footplate and artisan staff without any reduction in basic pay. The salary and wage rates of S.A.R.H. servants have been rationalised. Standard incremental scales have been adopted throughout, resulting in a substantial reduction in the number of salary and wage rates. The new scales of pay consolidate with basic salaries and wages the 5 per cent. temporary non-pensionable extra responsibility allowance.

The granting of substantial increases in pensionable emoluments to members of the superannuation funds will affect materially the stability of these funds; and it is estimated that the result will be to increase the actuarial deficiency of the funds by several million pounds. To restore in some measure the balance between the contributions paid by members and the benefits they receive, it has been decided to increase the scales of ordinary contributions by $\frac{1}{2}$ per cent. Certain concessions made in respect to sick pay will involve extra expenditure, and a portion of this will be borne by the staff in that sick fund contributions by the staff are being increased.

Annual Leave

It has been decided that a specific number of days leave a year shall be conceded as a right, instead of being considered as a privilege. This leave has been fixed at fourteen days, inclusive of Sundays, in the case of an officer; and twelve days, exclusive of Sundays, in the case of an employee. This leave will be treated as non-accumulative, and must be taken or commenced within the year in which it accrues. All leave earned in excess of fourteen days a year in the case of an officer, or twelve days in that of an employee, will be treated as accumulative and will be considered as a privilege.

It has been decided to create the grade of "trainee." Entrants will be selected on much the same lines as clerks and apprentices, and will be paid the rates prescribed for learners and juniors in the employees' pay schedules. In the course of giving general assistance at a depot or station (including any light manual labour necessary), a trainee, who must have passed at least the sixth standard, will receive initial training which should fit him for employment as "learner" or "junior" in the specific parent grade.

UNITED STATES

C.T.C. on Denver & Rio Grande Western Railroad

A close rival to the Missouri Pacific Railroad in the completeness of its centralised traffic control is the Denver & Rio Grande Western Railroad, which recently completed its twelfth installation, and now has unbroken c.t.c., except for the double-track section of 75 miles between Helper and Provo, Utah, over 403 miles of its otherwise single-track main line between Dotsero and Salt Lake City.

The first experimental installations, in 1928, on the D.R.G.W.R., were over 9½ miles on the western approach from Deen to the Tennessee Pass, on the Royal Gorge section of the main line between Dotsero and Pueblo. In 1937, 47½ miles, between Provo yard and Salt Lake City, at the western end of the main line, was equipped. The bulk of the work, covering 286 miles continuously between Dotsero and Helper, was carried out between 1941 and 1944.

C.T.C. for Moffat Tunnel Route

Since the opening of the considerably shorter Moffat Tunnel route of the subsidiary Denver & Salt Lake Railway, most of the through traffic has been diverted from the Pueblo and Royal Gorge line to the former, the equipment of which with c.t.c. is now in hand. Through the 6½ miles of the Moffat Tunnel c.t.c. was installed in 1941; the sections now in course of equipment are the 50 miles from Denver to the east portal of the tunnel with the control machine at Denver, and the 72 miles from Winterpark at the west portal to Bond. Only the 37½ miles of line from Bond to Dotsero then will remain unequipped.

C.T.C. Installations

The Nashville, Chattanooga & St. Louis Railway has placed with the Union Switch & Signal Company a contract for the materials required to equip 92 miles of line between Nashville and Bruceton, on the main line from Atlanta to Memphis, with centralised traffic control. The control machine will be at Bruceton, at the western end of the section concerned. All main-line switches will be controlled from the machine by electric locks, and the signalling will

be of the colour-light type throughout. The Atchison, Topeka & Santa Fe Railway System has contracted with the same company for the supply of materials for centralised control over 95 miles of line between Melrose and Joffre, New Mexico, to be controlled from a machine at Clova. This installation also will include electric switch locks and searchlight signals; and the control machine will operate over a code line with two carrier sections and telephone communication throughout.

BRAZIL

National Roadways Plan

Details of the National Roadways Plan of the Brazilian Ministry of Transport & Public Works were published recently. Longitudinally, a highway of 6,115 km. (about 3,800 miles), to be known as the Getulio Vargas Road, is to extend from Jaguarão, in the extreme south of the State of Rio Grande do Sul, to Belém (Pará), in the extreme north of the country. Another road, to be known as the Pan-Nordestina, will extend from São Luiz do Maranhão for a distance of 2,961 km. (about 1,800 miles) to Salvador, in the State of Bahia. The Trans-nordestina Road will take a line from Fortaleza to Salvador over a distance of 1,275 km. (about 790 miles), and the Trans-brasiliana will run from Belém (Pará) to Livramento, in Rio Grande do Sul, a distance of 4,915 km. (about 3,000 miles). Two further roads, the Amazonica, from Santarém, in Pará, to Porto Don Carlos, and the Acreana, from Cruzeiro do Sul to Cuiabá, will have lengths of 2,946 km. (about 1,800 miles) and 2,814 km. (about 1,700 miles), respectively.

Transversely, various roads are projected, among which are to be highways from São Luiz to Carolina, 1,344 km. (about 830 miles), and from Salvador to Porto Nacional, 1,362 km. (about 840 miles). Projected "West-centre" roads include Victoria-Matto Grosso, 3,052 km. (about 1,900 miles), and Santos-Corumbá, 1,780 km. (about 1,100 miles). Six "linking roads" also are planned.

CEYLON

Goods Traffic

The General Manager of the Ceylon Government Railway has obtained from India, on rental, 237 covered goods wagons. These vehicles possess greater carrying capacities than ordinary wagons in Ceylon.

The volume of goods traffic on the Government Railway has increased considerably, and every effort is being made to secure the quick turn-round of wagons. With effect from July 15, consignees have been required to pay full demurrage charges and warehouse rent for goods stored in railway warehouses on Sundays and public holidays.

Re-modelling of Stations

Schemes for the re-modelling of several railway stations at which traffic is very heavy are under consideration. These stations include Nawalapitiya, Hatton and Nanu Oya. It is proposed not to proceed with the reconstruction at present, on account of scarcity of materials and other difficulties, but to have the schemes in readiness so that they could be put into execution immediately after the war.

The working of trains at these stations is impeded by the lack of a sufficient number of platforms and sidings. A faster service could be maintained, it is stated, if the stations were reconstructed and adapted to cope with the demands of modern traffic. Provision is to be made also for better facilities for the public.

The Inception of the "Safety" Movement Pioneer work on the G.W.R.

By Sir Felix J. C. Pole



An illustration from "The Prevention of accidents to men working on or about Electrified Lines"

ROUND about the years 1912-13 there arose a considerable amount of concern about the number of personal injuries sustained by railwaymen in the course of their work, particularly as for several years previously the annual casualty total had been rising persistently. The Great Western Railway records, which, for this period, may be taken as typical, were these:—

Year	Percentage of accidents to total number of employees
1907	4.12
1908	4.96
1909	5.23
1910	5.22
1911	5.66
1912	5.36
1913	6.35

Thus, during these seven years, the number of personal injuries increased by more than 50 per cent.

In 1912 the Government appointed a departmental committee to investigate the situation. Just what was done by this committee is not on record. No report was issued, and it appears that the outbreak of war in 1914 caused the investigation to be abandoned.

Early in 1913 there came into the General Manager's office at Paddington an American booklet by George Bradshaw, entitled "Prevention of Railroad Accidents." Among its contents were pictures of safe and unsafe railway operating practices and crisply-written advice to employees on the avoidance of accidents. This method of propaganda much impressed me, and I conceived the idea of dealing with the Great Western accident situation on similar lines, by publishing a series of vigorously written and aptly-illustrated articles in the *Great Western Railway Magazine*, of which at that time I was the Editor. Accordingly, I commissioned Mr. E. S. Hadley to write the articles and to concentrate on such other means as he could think of to carry home the propaganda. Later, it was arranged for the company's departmental representatives associated with accident work to meet periodically at Paddington, for

collaboration and the selection of matter suitable for the articles.

The first of the magazine articles appeared in August, 1913; it contained the announcement that it was the commencement of a campaign for the prevention of avoidable accidents, and that further articles would be published month by month. That was the origin of the "Safety" Movement in this country.

It was recognised that the propaganda, to grip the readers, should be of a novel and distinctive nature, and, therefore, the magazine articles were studiously written in homely language and an arresting style. Here, for example, are some extracts from early articles:—

"Human lives are cheap. Dirt cheap. Men risk them for nothing. They sell them like old crocks. Men will take their lives in their hands to save a few yards' walk or to save waiting a minute or two. They'll even do it for fun. . . ."

"We want your help in this movement. Talk about it. Praise it. Blame it. Criticise it. Laugh at it. Ridicule it. Do anything you like with it. It'll all help to keep it fresh in fellows' minds. That's our aim! The more they hear about it the more they'll be likely to remember it at the moment they most need it."

"It's all very well. But—' That's what some of the wisecracks say about

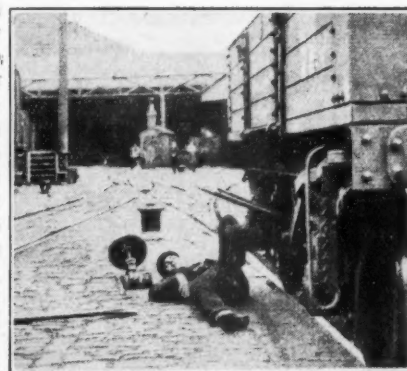
CHAPTER III

NEEDLESS RISKS IN TRAFFIC WORKING.



1. Asking for Trouble.

because of its danger. Many an unfortunate fellow has attempted it to his peril. There is a man at Paddington who, nineteen years ago, lost both his legs through doing this. A sudden jerk of the vehicles threw him off the shunting-pole, which caught him in the back and knocked him down, and his legs were run over.



2. Got it.

LOOK at this picture. Probably there are few readers to whom the sight is a strange one. What does that mean? It means that the practice of riding on a shunting-pole is not uncommon. Everyone knows that it is forbidden. And why? Obviously

A page from the first G.W.R. "Safety" book

the Safety Movement! Well, the Board of Trade report on accidents shows that 1,500 railwaymen were injured in the United Kingdom last year owing to their own misconduct or want of caution. That's a nut for the 'It's-all-very-well, But 'man to crack. . . ."

A feature of the Magazine articles was the recording of personal accidents that had actually happened through want of care, and the giving of pictorial illustrations of how the mischief came about and how it could and should have been avoided.

At first this type of propaganda—so different from the usual run of official warnings and instructions—had its critics, and even met with some amount of ridicule. But the articles were continued monthly in the Magazine, and soon there were many evidences that the movement had captivated a wide interest among the employees. Moreover, in the next year the accident percentage was down; the following year it was lower still; and lower again the next year. By then not a critic remained, and there was no more ridicule.

For this campaign a new slogan was invented; the question "Is it Safe?"—to be asked mentally in every action, to bring to mind any associated dangers. This slogan proved very popular, and its mission was assisted by the production of a metal pocket token bearing these words and the advice: "Look before you Leap—In every action ask yourself, 'Is it Safe?' This will disclose unseen dangers, inspire forethought, induce care, and prevent accidents."

By large numbers of the employees these tokens were regarded as "charms," and were religiously carried. At the request of the South African Railway authorities, the token was also struck in Afrikaans for distribution to their work-people.

After a dozen or so Magazine articles had been published, they were reprinted in book form, and a copy of the book was given to every one of the company's employees, then about 80,000.

The Great Western book led to accident prevention campaigns by several railways overseas. It was reprinted either wholly or in part in India, Africa, and Australia, and a translation of it into

Spanish was made and printed by the Chilean Ministry of Railways. The contents of the book were also used in the "Safety" campaign of the Shanghai-Nanking Railway. All this followed within the first three or four years of the inception of the movement on the Great Western Railway.

Inspired by the Great Western Railway movement, the London General Omnibus

developed the Royal Society for the Prevention of Accidents. At first the Council used the G.W.R. slogan, "Is it Safe?" which was exhibited on the omnibuses, but later adopted "Safety-First"—a slogan which I never favoured.

The Magazine articles were continued for many years. In pursuance of the campaign, and in order to gain first-hand knowledge of the risks in various occu-



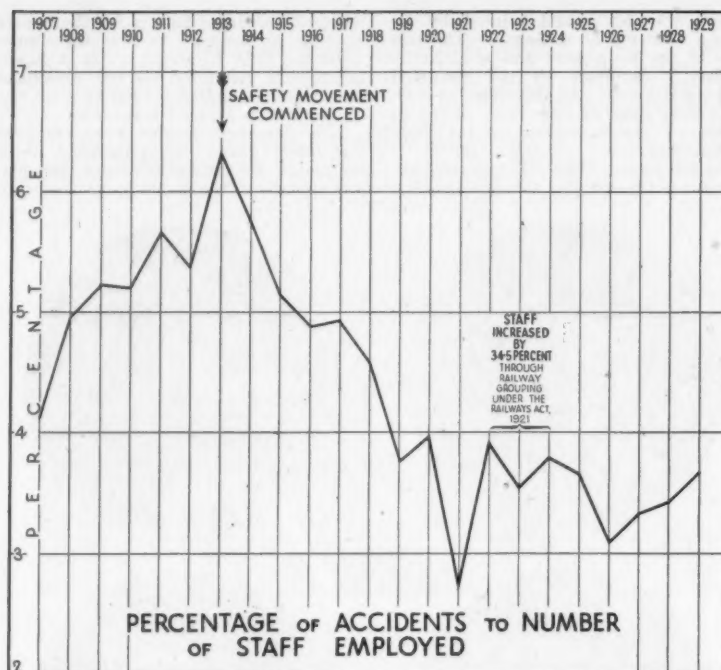
The "Safety" pocket token in English and Afrikaans

Company commenced a similar movement for its employees, and in December, 1916, —three years after the G.W.R. innovation—it inaugurated the London "Safety First" Council, from which has since de-

pations of the employees, Mr. Hadley worked for periods as a platelayer, a goods porter, and in a variety of engineering shops. He also composed a song, featuring the "Is it Safe?" pocket token,



Mr. E. S. Hadley at work as a platelayer to get first-hand knowledge of the accident risks in that occupation, for the purpose of the safety campaign



Accidents to G.W.R. employees—before and after the inception of the safety movement

and entitled "A Friend in Need." Employees were encouraged to sing this by the award of a gold watch for the best rendering at their annual musical festival. Another novelty in the campaign was the giving of a two-minute talk on "Safety" at all kinds of social gatherings among the staff. An all-line annual "Freedom from Accidents" competition was introduced, in which the contestants were teams comprised of twenty men. A shield went to the winners, and a gold watch was given to the "captain" of the team. Some thousands of the employees participated keenly in this competition. Many

other minor competitions and schemes were promoted from time to time, to stimulate and maintain interest.

Statistical Results

In the year that the "Safety" Movement was begun (1913) the percentage of personal injuries to the total number of employees on the Great Western Railway was greater than ever before (6.35). From that peak, the percentage thereafter continued to fall in every succeeding year (with one or two small exceptions) until 1921, when it was as low as 2.70.

In 1922, the influx of fresh employees

from lines absorbed under the Railways Act, 1921—men who had been outside the scope of the "Safety" Movement—made a perceptible rise in the percentage for that year, but only as high as 3.92.

In the second year of the "Safety" Movement a comparison was made of the Great Western accident rate with that of the other main railways in the United Kingdom, and the result was highly significant. For two of the railways, compared with the previous years, there were increases of 9.2 and 6.9 per cent., respectively; for three other railways, there were decreases of 4.1, 4.1, and 4.2 per cent.; for the Great Western there was a decrease of 16.3 per cent.

From 1913 to the year I left the Great Western Railway (1929), the accident percentage figures definitely continued to give evidence of the good effect of the "Safety" Movement. They are given below, and are also strikingly represented in the accompanying graph.

Year	Percentage of accidents to number of employees	Entry of staff from absorbed lines
1913	6.35	
1914	5.77	
1915	5.14	
1916	4.87	
1917	4.93	
1918	4.59	
1919	3.75	
1920	3.96	
1921	2.70	
1922	3.92	
1923	3.54	
1924	3.08	
1925	3.66	
1926	3.08	
1927	3.34	
1928	3.44	
1929	3.68	

I remember discussing the situation with Mr. Frank Potter, the General Manager, and I asked him: "If the decrease in the accident rate, which followed immediately upon the inception of the 'Safety' Movement, was not the result of that movement, what was the cause?" To this there was no answer.

So far as I am aware, the Great Western Railway "Safety" Movement was historically the first to be inaugurated on this side of the Atlantic, and it is to put that fact on record that this article has been written.



Illustrations used in early L.G.O.C. "safety" propaganda. Note slogan on rear of bus

C.P.R. New Locomotives

Light construction compared with normal Canadian standards

The recent completion by the Canadian Pacific Railway of 4-6-2 express passenger locomotive No. 1200 is noteworthy, not only because, judged by existing Canadian standards it is of considerably lighter construction, but also by reason of the fact that it is the first locomotive to be built in the company's Angus Shops since 1931. Its performance is to be studied carefully; and as a safeguard against the drawing of conclusions from individual locomotive vagaries, a sister locomotive has been built.

The two engines provide a kind of trial design for a post-war lightweight express passenger type; the intention is to modify the design in any direction suggested by their performance, and to adopt the final design for the replacement of many existing locomotives, some of which are almost forty years old.

The new locomotive, the class of which is designated "G5," marks an important innovation on the C.P.R., in the intention to develop a type of locomotive which, by suitable weight restrictions embodied in the design, will be able to operate within the most restricted track and bridge limits on the system. It represents, in fact, rather a parallel to the development of the two-cylinder 4-6-0 mixed-traffic locomotives designed by Sir William Stanier for operation over practically the whole of the L.M.S.R. In the C.P.R. design, the boiler pressure, compared with that of earlier 4-6-2 types, has been increased from 200 lb. per sq. in. to 250 lb. per sq. in., thus permitting a considerable increase in the internal energy of every pound of steam generated, without adding appreciably to the weight of the boiler. The leading particulars of No. 1200 are as follow:—

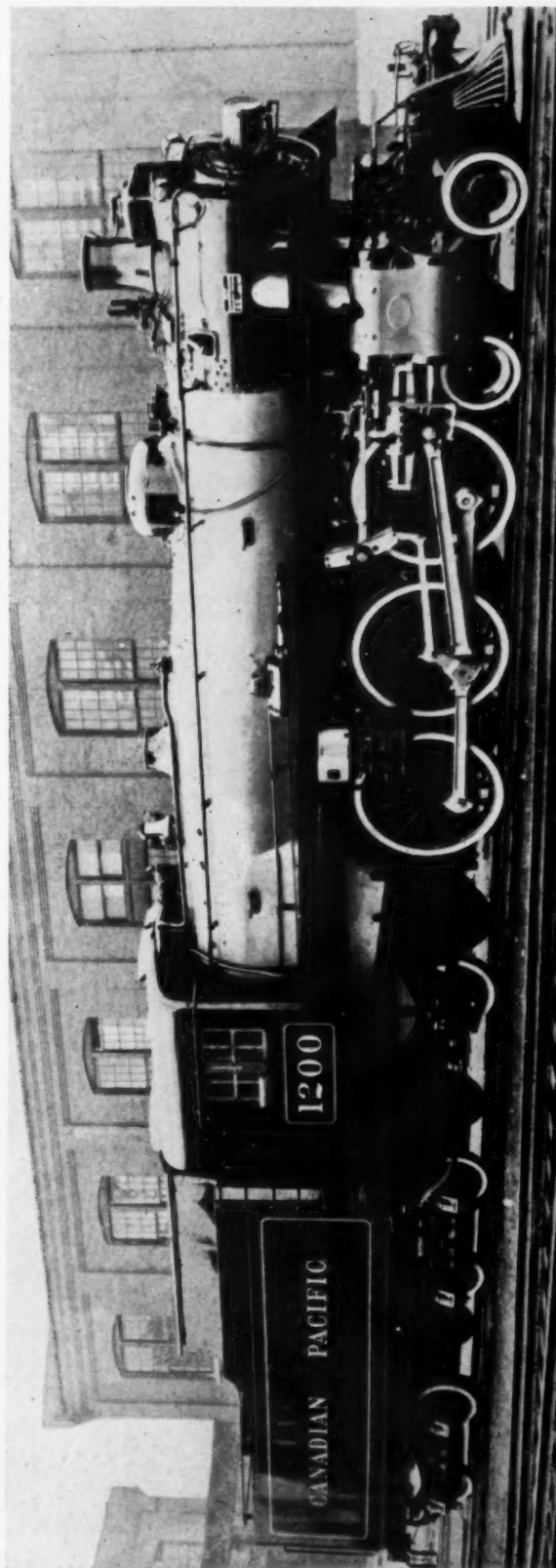
Cylinders (2), dia.	20 in.
Pistons stroke	28 in.
Wheels, coupled, dia.	5 ft. 10 in.
Boiler, heating surface—	
Large tubes	Total 2,576 sq. ft.
Small tubes	
Arch tubes	
Firebox	744 sq. ft.
Superheater	3,320 sq. ft.
Total heating surface	45.6 sq. ft.
Grate area	250 lb. per sq. in.
Boiler pressure	34,000 lb.
Tractive effort (85 per cent. b.p.) ...	4.4
Factor of adhesion	66 tons 19 cwt.
Adhesion weight	(of 2,240 lb.)
Weight of engine in working order ...	103 tons 2 cwt.
Weight of tender in working order ...	82 tons 12 cwt.
Total weight of engine and tender ...	185 tons 14 cwt.
Coal capacity	14½ tons.
Water capacity	8,000 gal. (Imperial)

The distance between tube plates is 19 ft. 4½ in., and the boiler contains 32 5½ in. superheater flue tubes, 21 2-in. tubes and 111 2½-in. tubes. The length of firebox inside is 7 ft. 10½ in., and the width inside 5 ft. 9½ in. The total length of engine and tender over drawgear is 76 ft. 4 in.

Weight reduction, compared with normal standards, has been made in many directions, including the construction of the cab, which, following North American practice, is large. The cab overhang at the back of the boiler has been reduced; and the upper portion of the cab itself is built up from sheet aluminium instead of the usual sheets of mild steel.

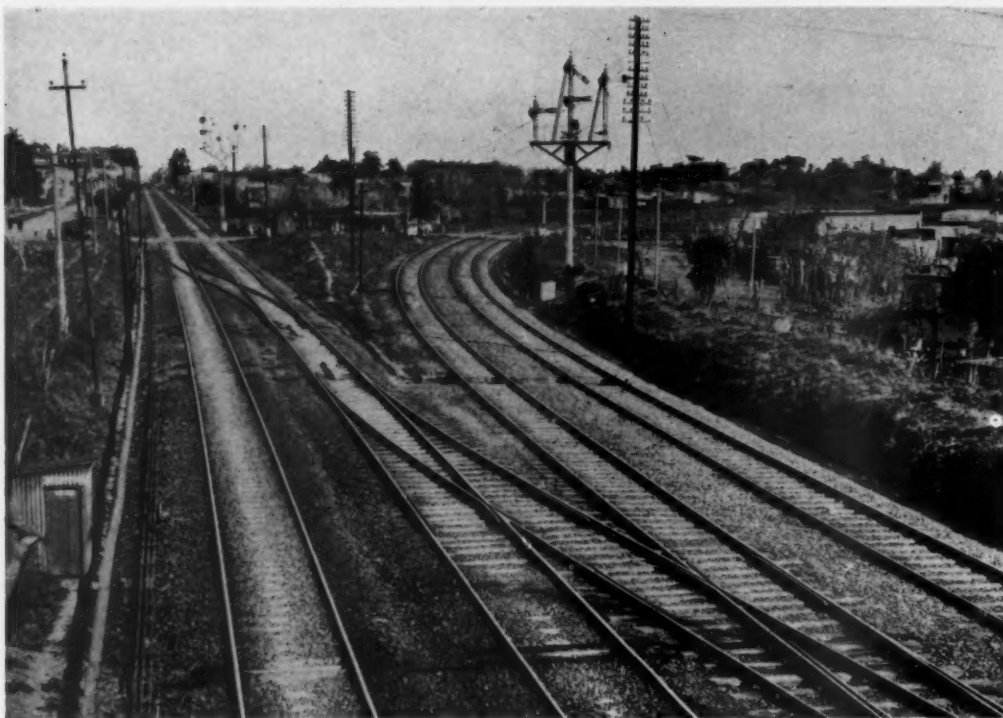
Further weight reduction has been effected in the engine bogie frames, which, instead of being of built-up construction, are of cast-steel sections welded together to give, in effect, one-piece cast-steel frames. In the firebox, weight has been saved by the reduction of the depth of the foundation ring and the use of a single row of rivets.

Canadian Pacific Railway Light Express Locomotive

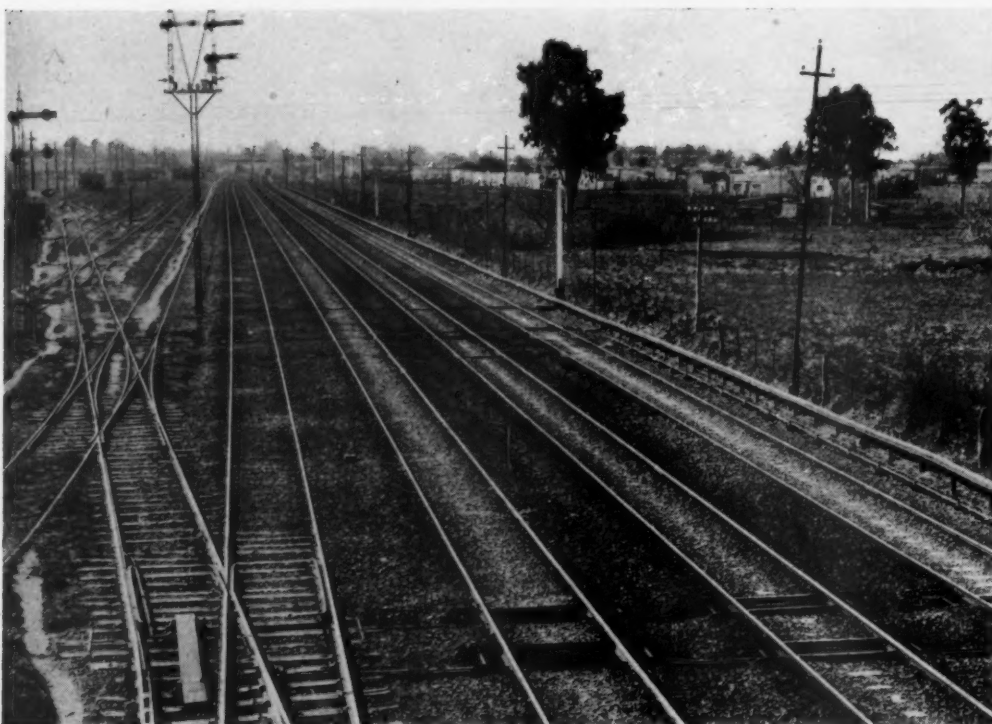


The first locomotive, No. 1200, built in the Angus Shops of the C.P.R. since 1931. It is of unusually light construction

Some Examples of Permanent Way in Argentina



Typical example of junction of double tracks on the Buenos Ayres Great Southern and Western Railways. It is laid with flat-bottom rails on hardwood sleepers with stone ballast



Typical example of quadruple track on the Buenos Ayres Great Southern and Western Railways. It is laid with 100-lb. B.S. flat-bottom rails on hardwood sleepers with stone ballast

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RAILWAY NEWS SECTION

PERSONAL

Lord Portal has rejoined the board of the Great Western Railway Company.

Sir William Wood, President of the London Midland & Scottish Railway, has been elected Chairman of the Railway General Managers' Conference for 1945.

Mr. Ashton Davies, who until his recent retirement was Vice-President of the L.M.S.R., was presented in London, on November 21, by the members of the Inter-Railway Post-War Development Committees with an inscribed silver salver as a mark of their appreciation of his services as Chairman of their committees.

We regret to record the death, after an illness, on November 26, in his 64th year, of Mr. Sidney Arthur Parnwell, who retired in 1924 from the position of Divisional General Manager, Southern Area, L.N.E.R. In 1926 he rejoined Daniel Watney & Sons, Chartered Surveyors, with which firm he had commenced his career, and became a Partner in 1928.

Mr. G. Heaton Nicholls, Administrator of Natal, has been appointed High Commissioner for South Africa in London, in succession to the late Colonel Denys Reitz.

The late Mr. P. S. Turner, who was a Vice-Chairman of Associated Electrical Industries Limited, and Chairman of Metropolitan-Vickers Electrical Export Co. Ltd., left £85,430.

G.W.R. APPOINTMENTS

The Great Western Railway announces the following appointments:—

Mr. L. E. Ford, Assistant Chief Docks Manager, Cardiff, to be Chief Docks Manager, Cardiff, from January 1, 1945, consequent on the retirement of Mr. W. J. Thomas on December 31 next.

Mr. E. B. Ince, Veterinary Surgeon, Chief Goods Manager's Office, Paddington, to be Chief Veterinary Surgeon, Chief Goods Manager's Office, Paddington, from August 14 last.

Mr. R. H. Cunningham, Assistant Divisional Engineer, Cardiff, to be Assistant Divisional Engineer, Paddington, from November 13.

Mr. W. J. Scott, Assistant Divisional Engineer, Gloucester, to be Assistant Divisional Engineer, Neath, from October 9.

Mr. F. Gibbons, Assistant, Divisional Engineer's Office, Gloucester, to be Assistant Divisional Engineer, Gloucester, from October 9.

Mr. F. L. Lambert, Senior Surveyor & Draughtsman, Divisional Engineer's Office, Wolverhampton, to be Assistant, Divisional Engineer's Office, Gloucester, from November 6.

Mr. W. O. Gay, Junior Assistant to Chief of Police, Paddington, to be Assistant to Chief of Police, Paddington, from November 6.

M. Raoul Dautry, whose appointment as Minister of Reconstruction & Town Planning in the French Government we recorded briefly last week, is a former railwayman of worldwide renown. He was born in 1880, entered the Ecole Polytechnique in 1900, and left two years later with the diploma of engineer. He joined the Northern Railway of France in 1903 as District Engineer at St. Denis, and was closely connected with the widening of the line to Chantilly, and with other works in the Paris area. A visit to America in 1912 preceded work in

tion of efficiency which we described in some detail in our issue of January 6, 1933. In 1931 and 1932, while still carrying on his railway duties, he was a Vice-President of the Compagnie Générale Transatlantique, the well-known French Line, and in 1931 he was President of the Aéropostale. He also collaborated with the Franco-German economic commission, and presided over the commission of public relief works (Marquet Plan). In 1934 he was elected President of the French Railway General Managers' conference, and has taken a leading part in drafting plans for rail and road co-ordination. In 1935 M. Dautry was among those appointed by the then Premier, M. Laval, to be his personal advisers on financial matters. M. Dautry retired on June 12, 1937, from the General Managership of the French State Railways and was appointed to one of the two vacancies for directors on the board of the new French National Railways Company which were to be filled by persons "who have rendered eminent railway service." In September, 1939, a fortnight after the outbreak of the present war, he was appointed Minister of Armaments in the French Cabinet, and attended joint Cabinet meetings in this country, including the historic one at Hove Town Hall. He is essentially an engineer and technician, and not a politician (See editorial note, page 537).



M. Raoul Dautry

Formerly General Manager, French State Railways.
Appointed French Minister of Reconstruction
& Town Planning

connection with the repair and manufacture of permanent way materials and signals. For his war service, mainly concerned with permanent way construction and maintenance, M. Dautry received the Legion of Honour on the field in August, 1918, from Clemenceau and Marshal Foch. After the war, as Chief Permanent Way Engineer of the Nord, he was largely responsible for the reconstruction of the lines in the devastated areas, and it was due to his energy and enterprise that the permanent way on that system was brought up to a standard second to none. After the armistice, he rebuilt 8 viaducts, 811 bridges, 5 tunnels, and 338 stations, in 10 months. The garden cities in connection with the Nord system, totalling 12,000 houses, are a lasting memorial to him. In November, 1928, he was appointed General Manager of the French State Railways, which he completely reorganised and brought to a high condi-

tion of efficiency which we described in some detail in our issue of January 6, 1933. In 1931 and 1932, while still carrying on his railway duties, he was a Vice-President of the Compagnie Générale Transatlantique, the well-known French Line, and in 1931 he was President of the Aéropostale. He also collaborated with the Franco-German economic commission, and presided over the commission of public relief works (Marquet Plan). In 1934 he was elected President of the French Railway General Managers' conference, and has taken a leading part in drafting plans for rail and road co-ordination. In 1935 M. Dautry was among those appointed by the then Premier, M. Laval, to be his personal advisers on financial matters. M. Dautry retired on June 12, 1937, from the General Managership of the French State Railways and was appointed to one of the two vacancies for directors on the board of the new French National Railways Company which were to be filled by persons "who have rendered eminent railway service." In September, 1939, a fortnight after the outbreak of the present war, he was appointed Minister of Armaments in the French Cabinet, and attended joint Cabinet meetings in this country, including the historic one at Hove Town Hall. He is essentially an engineer and technician, and not a politician (See editorial note, page 537).

Mr. A. E. Gillies has retired from the position of Outdoor Assistant, Engineer's Department, Southern Area, L.N.E.R.

In consequence of the death of Commander Sir Charles Craven, the undermentioned arrangements have been made:—

Mr. A. A. Jamieson, Chairman of Vickers Limited, has been granted temporary leave of absence by all other companies with which he is concerned, to devote the whole of his time to his duties as Chairman. Sir Frederick Yapp has been appointed Managing Director, and Sir James Callander and Commander E. R. Micklem, Directors. Mr. J. Reid Young relinquishes the Secretaryship and is appointed Director of Finance & Administration; Mr. E. J. Waddington becomes Secretary.

Sir Frederick Yapp becomes Chairman, and Commander E. R. Micklem Deputy-Chairman & Managing Director (Engineering Works & Shipyards), Vickers-Armstrongs Limited. Mr. J. Reid Young relinquishes the Secretaryship and is appointed Director of Finance & Administration; Mr. E. J. Waddington becomes Secretary.

Sir Alexander Dunbar relinquishes the Managing Directorship, and becomes Chairman, of the English Steel Corporation Limited. Mr. F. Pickworth becomes General Manager, and Commander E. R. Micklem, a Director.

Mr. J. Reid Young is appointed a Director of the Metropolitan-Cammell Carriage & Wagon Co. Ltd., in place of Sir Frederick Yapp, who resigns.

Mr. S. E. Parkhouse, O.B.E., Divisional Superintendent of Operation, Crewe, L.M.S.R., who, as recorded in our

October 20 issue, has been appointed Assistant Chief Operating Manager, entered the service of the former L.N.W.R. in 1906. After gaining experience in the Commercial and Operating Departments, he was appointed Assistant to the District Superintendent at Euston in January, 1914. He saw service during the war of 1914-18 in the Railway Operating Department, Royal Engineers, British Salonika Force, and attained the rank of Lt.-Colonel; he was awarded the O.B.E. and was mentioned twice in dispatches. On his return, he became Outdoor Assis-

tant to the Superintendent of the Line, with headquarters at Crewe. In February, 1921, Mr. Parkhouse was transferred to Liverpool as Assistant to the District Superintendent. After the amalgamation in 1923, he was successively District Controller at Liverpool, Birmingham and Willesden, and Assistant to the Divisional Superintendent of Operation at Crewe, before being appointed Assistant (Freight Services) to the Chief Operating Manager in November, 1932. In February, 1935, Mr. Parkhouse was appointed Divisional Superintendent of Operation at Crewe.

Mr. R. H. Briggs, M.B.E., Assistant Director of Scientific & Technical Censorship at the Ministry of Information, has been elected to full membership of the Institution of Mechanical Engineers in recognition of his services.

Mr. Frederick Scothorne, who retired on November 24 from the position of Public Relations Officer to the London Passenger Transport Board (as we recorded briefly last week), is a native of Nottinghamshire. He was educated at Mansfield Grammar School and entered the service of the London County Council by competitive examination in 1903 under Sir Edgar Harper, then Statistical Officer. During the whole of the last war he served with the 7th Battalion London Regiment, and took part in the Battles of the Somme, Passchendaele, the retreat, and the advance of 1918. He was mentioned in dispatches and was awarded the silver *Medaille d'Honneur* by the French Government. Mr. Scothorne joined the service of the London County Council Tramways Department in 1919 as Statistical Assistant, and became Develop-

ment Superintendent in 1925. On his transfer to the London Passenger Transport Board at "grouping" in 1933, he was appointed Assistant Development Superintendent. In 1936 he was made Assistant Public Relations Officer, and became Joint Public Relations Officer in April, 1939 (jointly with Mr. W. P. N. Edwards), in succession to Mr. E. Rawdon-Smith. Mr. Edwards is on active service, and during the war Mr. Scothorne has had to assume responsibility for both sides of the public relations work, including such important matters as the schemes for the staggering of working hours. Mr. Scothorne became an Associate Member of the Institute of Transport in February, 1928. He is a keen bowls player, and is a member of the Mill Hill Bowling Club. He is the donor of the Scothorne Bowls Shield, which is competed for annually by the



Elliott

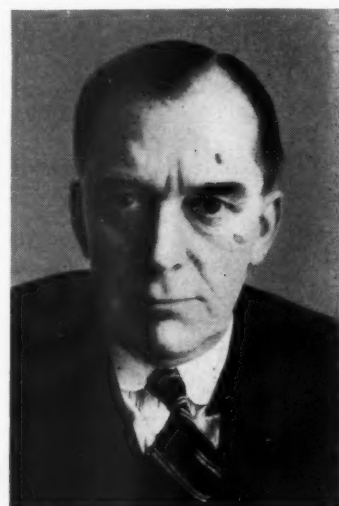
Mr. S. E. Parkhouse

Appointed Assistant Chief Operating Manager, L.M.S.R.

[G. Fry

October 20 issue, has been appointed Assistant Chief Operating Manager, entered the service of the former L.N.W.R. in 1906. After gaining experience in the Commercial and Operating Departments, he was appointed Assistant to the District Superintendent at Euston in January, 1914. He saw service during the war of 1914-18 in the Railway Operating Department, Royal Engineers, British Salonika Force, and attained the rank of Lt.-Colonel; he was awarded the O.B.E. and was mentioned twice in dispatches. On his return, he became Outdoor Assis-

tant to the Superintendent of the Line, with headquarters at Crewe. In February, 1921, Mr. Parkhouse was transferred to Liverpool as Assistant to the District Superintendent. After the amalgamation in 1923, he was successively District Controller at Liverpool, Birmingham and Willesden, and Assistant to the Divisional Superintendent of Operation at Crewe, before being appointed Assistant (Freight Services) to the Chief Operating Manager in November, 1932. In February, 1935, Mr. Parkhouse was appointed Divisional Superintendent of Operation at Crewe.



Mr. Frederick Scothorne

Public Relations Officer, L.P.T.B., 1939-44

London Transport Road and Rail Sports Associations.

Mr. T. E. Chrimes, Assistant Locomotive Running Superintendent, Southern Railway, who, as recorded in our November 10 issue, has been appointed Superintendent of Motive Power (attached to the Office of the Superintendent of Operation), commenced his railway career in 1910 with the former London Brighton & South Coast Railway. He was appointed Assistant Foreman at New Cross Depot in 1913, and subsequently was promoted to be Locomotive Foreman at Eastbourne and St. Leonards. Mr. Chrimes served during the war of 1914-18 with the Royal Naval Air Service and Royal Air Force. In 1921 he became District Locomotive Superintendent, Battersea. When the railway grouping came into effect in 1923 he was appointed Assistant Eastern Divisional Locomotive Running Superintendent at Waterloo. At the outbreak of the present hostilities he was appointed Acting Central Divisional Locomotive Running Superintendent and continued in that office until May, 1942, when he was promoted Assistant to the Locomotive Running Superintendent; Mr. Chrimes was appointed Assistant Locomotive Running Superintendent in June of the same year.



Mr. T. E. Chrimes

Appointed Superintendent of Motive Power, Southern Railway

TRANSPORT SERVICES AND THE WAR—270

Parcels for Prisoners

During last week the L.M.S.R. ran 17 special trains to convey 107,950 bags of Prisoners-of-War Parcels to a port for shipment; 536 vans were used.

More Light in London Buses

Some London buses were better lighted from the evening of November 23. The Ministry of Home Security stated "improved lighting inside London Transport buses, trams, and trolleybuses is being secured by a modification of the existing fittings which can be made without delay. It is proposed to extend this improvement to the whole country, except possibly certain coastal areas."

No Christmas Travel for Civil Servants

According to the Civil Service Clerical Association, the Ministry of War Transport has informed the Treasury that railway passenger traffic must be restricted this winter. Evacuated civil servants and others entitled to two free and three partly free journeys a year will be allowed to take only two journeys between October and March. Neither is to be allowed during the Christmas restricted period.

L.M.S.R. Train Service Alterations

From December 1 the direct Bath connections are restored to the 9.30 a.m. express from Bradford to Bristol and the 12.50 p.m. from Bristol to Bradford. Southbound, this connection leaves Gloucester at 3.15 p.m., and reaches Bath at 4.15 p.m.; and, northbound, the connection leaves Bath at 12.15 p.m., and runs through to Derby, calling at Gloucester, Cheltenham, Birmingham, and Burton, and reaching Derby at 4.9 p.m.

On the Tilbury section, from November 1, a new train has left Shoeburyness at 8.40 a.m. for Fenchurch Street, calling at all stations to Leigh-on-Sea inclusive, and then Upminster, Barking, and Stepney, and arriving at 10.7 a.m. In the reverse direction there is a new Saturdays-excepted train from Fenchurch Street at 3.45 p.m., calling at Barking, Upminster, Laindon, and all stations from Pitsea onwards; Southend-on-Sea is reached at 5.8 p.m. and Shoeburyness at 5.22 p.m.

Also from November 1, the service between Penrith, Keswick, Cockermouth, and Workington was revised to allow additional running time to all trains between Keswick and Braithwaite.

Reconstruction in France

There is no name more likely to earn British confidence for the job than that of M. Raoul Dautry, whose appointment as Minister of Reconstruction & Town Planning in the French Government was announced on November 17. As reconstruction in France is so largely a matter of transport, and basically rail transport, it is fitting that the most outstanding French railwayman should be asked to undertake the task. Some biographical notes on M. Dautry's career appear on page 551. It would not be too much to say that his qualities were discovered by Marshal Foch in the last war. Foch wanted a railway line built to carry up supplies for the great Allied offensive in 1918, and army engineers are said to have stated it would take 18 months. M. Dautry built the line in 100 days and was decorated with the Legion of Honour by Foch on the field in August, 1918, when it was opened. After the last war, as Chief Permanent Way Engineer of the Nord, he was largely responsible for the reconstruction of the lines in the devastated

areas, and it was due to his energy and enterprise that the permanent way on that system was brought up to a standard second to none. After the armistice, he rebuilt 8 viaducts, 811 bridges, 5 tunnels, and 338 stations, in 10 months. M. Dautry is thus eminently fitted by experience as well as technical ability for his new task.

Paris-Tours Railway Restored

Railway communications between Paris and Tours have been restored this week. The Orleans railway bridge, which had ten of its arches destroyed by an air attack last May, was reopened on November 21.

French Armistice Transport Demands

The French armistice demands from Germany in the field of transport were announced on November 20 by M. Rene Mayer, French Minister of Transport & Public Works. They were outlined by the French delegation to the Inland Transport Conference held in London recently. They are:—

1. All French material—rolling stock, locomotives, barges, tugs, and merchant shipping—found on German territory, or in German waters, must be returned.

2. Germany must make compensation in kind, over and above this, up to French pre-war totals for railways and inland waterways.

3. New transport equipment, as and when Germany is able to manufacture it, must be handed over in exchange for worn-out French and German material, thus avoiding the 1918 procedure when Germany got rid of obsolete and worn war material to the victorious Allies, and kept new transport for herself.

4. German Rhine barges and tugs must be placed under Allied control as an indispensable measure for the security of Europe.

These arrangements do not include Germany's debt for the use of the French transport system during the occupation. This question is only partly settled, and will be treated separately. M. Mayer said he realised that compensation could not be immediate and that the partition of Allied claims on Germany must be worked out internationally.

The French transport problem today, M. Mayer stated, was to combine far-sighted long-term plans for reconstruction with urgent makeshift expedients dictated by the conduct of the war. On November 18 the first coal barges reached Paris from the north. On November 20 the first train crossed the River Loire since the destruction of the river bridges. Enormous headway had been made in restoring the Seine, Oise, and other networks of the canal system. That Marne network was still badly disrupted, but generally the canal and barge position was not so bad as was feared. The damage to the French railways was serious. The electrified lines in the south west escaped more than the other systems because the locomotives and rolling stock were useless to the Germans.

War Surcharge in South Africa

With effect from October 1, a special war surcharge of 10 per cent. has been applied to all railway, harbour, and road rates and fares of the South African Railways & Harbours Administration. The rates on petrol have returned to their pre-1936 basis. The surcharge is not imposed on certain essential items of foodstuffs, which continue to receive the special

tariff rebates granted by the Railways Administration in agreement with the Price Controller.

The South African Railways have not increased any rates or fares since the outbreak of war. The war surcharge is stated to have been introduced to meet increased commitments of more than £4,000,000 a year in respect of improvements in wages, salaries, and working hours.

Later Buses in Belfast

On Monday last, November 27, the Belfast trams and buses resumed running to the late hour which applied before the outbreak of war. The last vehicle on every route now leaves the centre of the city at approximately 11.15 p.m., instead of at 10.45 p.m., as has been the case since the war began.

Military Trains in India

During the financial year 1943-44, Indian railways ran approximately 8,000 Special military trains, covering upwards of 5,400,000 miles. Since last December, military specials have run well over half-a-million miles every month.

Passenger Travel Increase in India

The efforts of the North Western Railway of India to discourage travel have proved unsuccessful. The number of passengers is increasing, with resultant overcrowding of all trains. Official figures indicate that more than 132 million persons (double the pre-war number) travelled on the N.W.R. in 1943-44. The number of trains run dropped from 130,000 in 1938-39 to 94,000 in 1942-43, on account of war requirements. Passenger traffic has increased on all the principal lines in India, particularly on the North Western, Bengal & Assam, and Great Indian Peninsula Railways.

Goods Transport in Eire

By the new year 46,000 tons of beet will have been collected and carried by rail to the four Irish factories for the production of 90,000 tons of sugar. To achieve this result 2,000 railway wagons are being used daily. On the Great Southern Railways, 1,400 vehicles are carrying industrial coal every day. The grain traffic requires 1,700 wagons, the livestock trade 1,500, and turf 750. For other merchandise more than 1,000 wagons are being used. The beet service alone needs 84 special trains working daily on a shuttle system, and in the past three months the transport of livestock from fairs has required 38,784 wagons and 1,841 special trains.

Alaska Transport Prospects

In August last, the 140-mile Haines Highway Cut-off, which was built to ease the heavy wartime load on the White Pass & Yukon Railway, was abandoned by the U.S. Army engineers. As a result, fear is being expressed that the whole of the Alaska Highway may be abandoned, and our U.S.A. contemporary *Engineering News Record* holds the view that this fear is not without foundation. Operating and maintenance costs are high; the highway is no longer needed to carry war supplies to Alaska now that the sea route is not subject to enemy attack; and, once the flying of aircraft to Russia via the Alaska route becomes unnecessary, there will be no urgent need for keeping the highway open to take supplies to the airfields it was built to serve. The present experience raises grave doubt as to whether the peacetime prospects for a highway to Alaska along any route are sufficiently good to warrant large expenditure by the U.S.A., and the Americans say that, unless Canada shows more interest in such roads than she has so far, such prospects are not worth while.

Transport After the War

The following letter from Sir Reginald Clarry, M.P., was published in *The Times* of November 22 and the reply from Sir William Wood on November 24.

Sir,—As an interested reader of the various articles and correspondence recently appearing in your columns and the reports which are being issued on behalf of various interests, I am impressed with the fact that most writers are inclined to advocate the interests either of the railways or of road transport where they are not dealing with the canal and coastwise shipping efforts.

There seems to be an idea abroad that the main factor is the interest of the railways or the interest which is fast becoming vested in the "A" licence holder. It is unfortunate that a matter of such supreme importance to every individual in the community should be treated on such an *ex parte* basis. Might I put another point of view?

The essential requirement of the country after this war is over is efficient and, particularly, cheaper transport. I think it will be conceded that there has been little, if any, reduction in the cost of transport in the last decade, and yet we are informed that the cost of running road transport is materially less than the unascertained costs of railway companies. Is the reason for this that the railways insist on competition being restricted and its cost being raised to an approximate level of the charges made by them, so as to preserve their revenue? If this is so, is it not economically sound to say that this bears with it the seeds of decay? There is only one way of improving transport and bringing it up to date, and that is by allowing the actual cost to govern the charges. There should be nothing artificial in their make-up.

I appreciate the contention that the railways are of national consequence and must be preserved, and, to that extent, they are a charge upon the community; but, I would submit, not a charge upon industry. The country must look in the future to cheap transport of goods both for the home market and for export. Transport costs enter on many occasions into every article of production, and their influence on our price is considerable. If our prices are not right we shall never succeed in selling the extra £350,000,000 overseas which we are told will be necessary for our existing standard of life.

In so far as the maintenance of railways is essential to defence, let this be paid for by the taxpayer as part of our insurance premium, but industry should have its goods carried at the lowest possible charge. Any form of transport which affords this solution should be encouraged to exercise it.

While the statement that the railway companies have paid for their track and are still paying interest on the capital outlay thereon is impressive, it is regrettable that most of the expense has not been written off long ago. Apart from that, however, their contention that the roads belonging to the community, and paid for by it, should be denied to that community as a means of cheap transport surely does not bear examination. To place extra burdens, by taxation or by other means, upon road transport so as to raise the cost of its use is not only uneconomical but suicidal in the long run, and the community is entitled to demand that the roads it has provided shall be

used in its interest in the cheapest possible way.

Can these problems be approached with more candour than has recently been apparent with the idea of seeing whether the community's interest is not paramount above that of either of the contending parties?

Yours faithfully,

REGINALD CLARRY

House of Commons

Sir,—Sir Reginald Clarry has unintentionally misdescribed the railway companies' attitude on the national question of transport. That attitude is simply that they ask for complete equality at the hands of Parliament for all forms of transport.

I agree with him that an essential requirement of the country after the war is over is efficient transport. But his reference to railway costs requires some amplification. Railway charges are regulated in detail by the Railways Act of 1921 on an elaborate plan, which I need not go into except to say that it applies to no other form of transport, and in 1939, after the report of their Transport Advisory Council, the Government agreed to alter it. Part of the machinery is an annual review by the Railway Rates Tribunal of the efficiency and economy of railway operations in the previous year, at which railway receipts and expenditure are examined in detail. It is therefore incorrect to say that the costs of railway companies are unascertained, but it is true to say that the large portion of railway costs incurred in providing the railway cannot be allocated to each particular one of the several millions of railway services performed daily. So far as railways are concerned, the actual cost of providing transport, including a return of 4½ per cent. on the capital employed for this purpose, "governs the charges," in the sense that it governs the standard charges. These standard charges, however, were much higher than the actual charges before the war, and to this extent the balanced scheme, consisting of the many millions of charges which Parliament required the railways—and the railways alone—to make, was upset.

Sir Reginald thinks it regrettable that the capital outlay on railway track has not been written off long ago, but he does not say how and at whose cost. Even before the Act of 1921 a railway company would not have been permitted to write off capital outlay, other than actual wastage, as a working cost chargeable to railway users. Nor can it be suggested that this should have been done out of the net earnings, which never reached 5 per cent. on the capital subscribed. Under the Act of 1921 the same position continues, and many days were spent in court in justifying the actual provisions made by the railways in their working expenses for wastage of their track and equipment.

The railways have never suggested that the roads belonging to the community, and paid for by it, should be denied to the community, but they have suggested that the difference of treatment between road and rail whereby the latter is required to pay for the full cost of the track and the former is not, creates a competitive relationship which, even when allowance is made for special factors peculiar to each, prevents the attainment of the best possible transport service for the

least real cost to the community as a whole. The railways have not suggested that the handicap which they suffer should likewise be imposed on road users. All they ask is for equality of treatment under the law.

Yours faithfully,

W. V. WOOD

London Midland & Scottish

Railway,

Watford, Hertfordshire.

(See editorial notes, p. 537)

L.N.E.R. Pension Basis

Questions as to the basis on which pensions should be paid out of the Great Northern Railway Superannuation Fund were concerned in an appeal by the London & North Eastern Railway Company, from a judgment of Mr. Justice Evershed on June 14 last, that was heard in the Court of Appeal on Thursday, November 23. Messrs. Thomas John Picken, of Scotney Road, Peterborough, George Southern, of Conway Crescent, Carlton, Notts., and John Hudson Bennett, of Tenniswood Road, Enfield, had claimed a declaration against the committee of the fund that their contributions to the pension fund ought to be calculated on the basis of actual salaries or wages, irrespective of the sums payable to the grade of workers in which for the time being they were placed.

It was explained by Sir Walter Monckton, K.C., for the appellants, that contributions and benefits were based on a percentage of the average salary of the man concerned. The committee's contention was that "salary" meant the standard basic rate of pay in the grade to which the man belonged. The plaintiffs, on the other hand, said that overtime, Sunday pay and allowances ought to be included in the salary for pension purposes.

The judge decided in favour of the committee on overtime, Sunday pay, etc., and against that the plaintiffs had cross-appealed. But he also decided in favour of two of the plaintiffs that war bonuses ought to be included in the salary for the purpose of pension, and against that the committee appealed. The principal point on which it appealed was his decision that beneficiaries might claim increased benefits without contributing to the fund the sums they would have paid on the basis that the judge had found. He held, in the case of Mr. Southern, that he could have his pension on the footing that what he got by way of war bonus in the last war was included in his salary so that his percentage was higher, but he had not to contribute on the footing of that bonus in order to receive the benefit.

After hearing lengthy arguments, the Master of the Rolls said, in regard to the question whether war bonus should be considered as part of wages for pension purposes, that his view was the same as that of Mr. Justice Evershed, namely, that war bonus ought to be taken into account. The next question was whether a man could claim his pension on that basis without bringing into account any deficit in his past contributions. Mr. Justice Evershed held that he was not so bound. But it seemed to him, said his lordship, that there was an obligation on the employee to contribute. Mr. Justice Evershed therefore came to a wrong conclusion on that matter. As to the question of overtime, Sunday pay and other allowances, his lordship said they could not be described as wages for the purpose of the pension scheme.

Lords Justices Finlay and Morton agreed, and the court adjourned discussion of the form of the order to be made.

Parliamentary Notes

British Overseas Investments in Railways

Mr. H. Molson (High Peak—C.) on the Motion for the adjournment of the House of Commons on November 17 raised the question of British overseas investments. In the course of his speech he said that this country had made savings and had sent them to the Argentine in the form of steel rails, rolling stock and locomotives, all manufactured in this country. As a result there had been a development of virgin parts of the earth, which had been to the advantage of this country as an industrial country, and to the advantage of the Argentine, which had been developed thereby. Food from the Argentine had been made available readily to the markets of this country, and those industrial workers who produced the locomotives and the rolling stock subsequently had been fed by the food from the Argentine. The Argentine had benefited from that investment in the Argentine. The investor in this country was entitled to expect an interest on his savings invested in that way. The present market value of the nominal investment of £250,000,000 in the Argentine, was one-third of that amount, about £85,000,000. He suggested that the reason why there had been no interest paid on either the ordinary or the preference shares, and all the debentures except one were subject to a moratorium, was because of a somewhat unreasonable attitude on the part of the Argentine Government. First there was a refusal to allow an increase in rates. In the case of the Buenos Aires Transport Corporation the rates which were being charged in 1944, were the same as those which were charged in 1914. It was a little difficult to ask any enterprise, whether privately-owned or nationalised, to bear the increased burdens of the last 30 years while allowing it only the same income as it had in 1914.

RATES OF EXCHANGE

In the Argentine they had introduced differential rates of exchange, instead of having pounds and pesos sold against each other at the same rate of exchange, for whatever purpose the currency was required, there was a controlled price of 13.5 pesos to the pound. He had not the figures completely up to date, but quite large profits had been made by the railways, in the Argentine currency. It was the discrimination against the remittance of those profits to this country which was the ground for complaint, and it was one in which, he felt, it would be quite proper for the British Government to make representations to the Argentine Government. Recently there had been a change for the better. In the case of purchases of coal, instead of the fixed exchange of 15 pesos to the pound, it had been altered to 14, and, in the case of financial service, it had been altered from 16.15 to 14.15. That was only a temporary adjustment, and it was not intended to give any benefit to the British investor. It was only to enable the Argentine railways to bear the burden of an increase in wages which, in large measure, had been brought about by the action of the Argentine Government. He recognised that, to that extent, the Argentine Government had behaved quite properly. It had recognised that, in imposing an additional burden on the British-owned railways in the Argentine, it was under an obligation to see that the railways had the resources with which to bear that burden, but that did not indicate that there had been any departure in principle from a system under

which the rate of exchange was varied according to the purpose for which the currency was required.

These British-owned railways operating in the Argentine operated under a law passed 37 years ago, which provided that there should not be any taxation levied on them other than a certain 3 per cent. from the amount of their profits. To introduce a discriminatory exchange, quite obviously, was a breach of that law, which did not expire until 1947. He therefore, asked that the British Government should consider whether it could not make representations to the Argentine Government and urge that, as it had so high a reputation for complete fairness and correctness in the service of the debts which it owed, it would treat the debt of the Argentine railways in the same way. We were very large purchasers of the exports of the Argentine, and we were entitled to expect, in return, that they would be sympathetic to our investments and to our exports.

He had raised this matter for three reasons. First, to emphasise that this was not a matter which affected merely a few wealthy men who held investments in the Argentine railways. It was a matter of having available to the British Exchequer substantial amounts of foreign exchange which would be used for the purchase of overseas foodstuffs. It was also of great importance to our industries, because these British-owned railways were built of British materials and, so long as they were running, there was very little doubt that British-engineering products would gain a substantial advantage in that market. If it proved to be the desire of the Argentine to acquire these railways, no one would complain, provided that a fair purchase price was paid, but, for the maintenance of our exports, which the Government itself recognised to be of the utmost importance, the sale of these large British-overseas investments, almost certainly would result in a substantial decline in our exports of locomotives, rolling stock and rails to the Argentine. In the second place, he had raised this to obtain, if possible, from the Government an undertaking that it would use our economic bargaining power to obtain fair treatment for our overseas investors. In the third place, he wanted to urge the setting up of a council for the protection of our overseas investments—something which would not exclude the Council of Foreign Bondholders, but would be wider in its ambit and be of a more official character. He suggested that there should be representatives of the banks, the insurance companies, investment trusts and of the Stock Exchange, and also that it should contain representatives of the Treasury, the Board of Trade, the Foreign Office and some members of the House of Commons.

MINISTER'S REPLY

Mr. Richard Law (Minister of State) said that the suggestion of setting up a wide committee, modelled on the Council of Foreign Bondholders, to cover the whole field, and not the narrow field of Government obligations which the Council of Foreign Bondholders covered, had been considered most carefully and sympathetically, because the Government was quite as anxious as Mr. Molson was to do everything in its power to collect any obligations that were due. It had reached the conclusion that the suggestion would not help to solve the problem.

Specific reference to our investments in Argentina had been made by Mr. Molson. The decreasing volume of remittances on those investments in recent years (and that from a country which was at present one of the most prosperous in the world) had caused them no little anxiety, for there

really seemed to be so little excuse for such a state of affairs. He did not propose to dwell on the dilemma created to the British-owned Argentine railways by the decree of June 3, which had been replaced by the new arrangement, but even that settlement was limited in extent and in duration, and practically did nothing at all to improve the railways' earnings and to meet their fixed charges. The difficulties of the railways dated from long before the war and had resulted in recent years in virtually no dividends, and in a progressive deterioration. Some of the difficulties were common to other railways, indeed to most railways. Others were because of war scarcities. The fact remained that for years the Argentine authorities had contributed nothing whatever in constructive thought to this problem and had shown no disposition to assist the reforms that were as necessary for the convenience of the users of the railways as they were to the restoration of the earning capacity of the lines.

DIRECTORS' VISIT

Last year the companies were anxious to explore means of improving the organisation and administration of their properties and to examine the reported grievances of the travelling public, and accordingly they commissioned three of their directors to examine the position on the spot. They saw him before they left and reported to the Under-Secretary of State for Foreign Affairs on their return. They were unable to report that the disposition which they had manifested had been matched by any similar disposition on the part of the Argentine authorities. On the contrary, their request to be allowed to discuss administrative reform had been met by the reply that such questions were reserved for use as a bargaining counter at some later stages and for another purpose. What the railways required was, first, goodwill and support in their endeavour to give an up-to-date service. They wanted a larger and assured peso income, not only as a reward for their long-suffering shareholders (and they had suffered very long), but for the maintenance and rehabilitation of their capital assets. Mr. Molson spoke of the exchange question in the Argentine, but he made perhaps a little too much of it. He would not like the House to think that he had any fair words to say about the Argentine exchange control, which practised a system of variable rates arbitrarily imposed for a number of different reasons, most of which appeared to be concerned with domestic production and sale of produce overseas and which undoubtedly hit these railways very hard. But he would like to say that no amount of concession as to exchange rates would compensate for an inadequate peso income.

He ought not to leave the subject without making reference to the plight of the Anglo-Argentine Tramways Company, whose assets consisted almost entirely of shares in the Buenos Aires Transport Corporation. The shares in that corporation were distributed to the constituent companies, of which this British company was by far the largest, in amounts established by law and in full accord with State and municipality. That shareholding already had been reduced once by mutual consent, and it was now threatened with a further and serious reduction arbitrarily imposed. Meanwhile, the authorities continued to withhold their authorisation to an increase in fares. The present fares were fixed some 40 years ago. The result was that, in the sixth year of the operation of the corporation, the constituent companies still were deprived of the statutory interest on their shares and no provision was being made for the conservation or rehabilitation of capital assets.

Meanwhile, the public of Buenos Aires continued to travel, somewhat uncomfortably it was true, at a good deal less than cost. Those were big issues which must await the intervention of the Government until the time when normal diplomatic relations were resumed.

He hoped he had been able to assure Mr. Molson that this problem was one which really did engage their serious attention. They realised that it was an important problem. They realised its importance not only to the shareholders, but its importance to the community as a whole. He could assure the House that the Government, by every means in its power, was seeking ways constantly of solving, as they arose, those problems which were, by their nature, recurrent.

Questions in Parliament

Organisation of Ministry of Transport

Capt. L. F. Plugge (Chatham—C.) on November 17 asked the Parliamentary Secretary, Ministry of War Transport, for what reasons he had disregarded the recommendations of the sixteenth report of the Select Committee on National Expenditure, in October, 1942, that his Department should have an organisation and methods section to deal with the major problems of organisation and manpower.

Mr. P. J. Noel-Baker (Parliamentary Secretary, Ministry of War Transport) in a written answer stated: Capt. Plugge is mistaken in thinking that these recommendations have been disregarded. Arrangements were made at the beginning of the year to earmark a senior officer for this work, and though these arrangements suffered some interruption through inevitable changes of personnel, a further appointment recently was made to take immediate effect.

Bristol Channel Docks

Colonel Sir Arthur Evans (Cardiff South—C.) on November 14 asked the Minister without Portfolio, whether His Majesty's Government had received a report yet from the Welsh Reconstruction Council on the future of the Bristol Channel docks; what action it was proposed should be taken; and whether the report would be published.

Sir William Jowitt (Minister without Portfolio): The Minister of Reconstruction has received a letter on this subject from the Welsh Reconstruction Advisory Council, and he is in consultation with the Minister of War Transport concerning it. It is not proposed to publish this letter.

Sir A. Evans: Will the Minister consider setting up an impartial committee to inquire into this matter, as this suggestion has received the unanimous support and endorsement of the Welsh Parliamentary Party, composed of representatives of all political parties?

Sir W. Jowitt: I understand that this is one of the matters which the Minister of War Transport is considering.

Severn Bridge

Sir Charles Edwards (Bedwellty—Lab.) on November 15 asked the Parliamentary Secretary, Ministry of War Transport, whether the site for the proposed Severn Bridge had been definitely decided on; whether the plan was prepared or in course of preparation; whether the material had been decided on of which it was to be built; and, generally, what was the position at present.

Mr. Noel-Baker: It is proposed that the crossing of the Severn should be made

from Beachley to Aust. There are certain difficulties in the making of a bridge, which have not been overcome yet. The Minister of War Transport is therefore considering a scheme for a tunnel. As soon as a final decision on this point has been made, the preparation of detailed plans, I hope, will be put in hand.

Mr. A. Woodburn (Clackmannan and Eastern—Lab.): Would the Parliamentary Secretary keep in mind that there are no difficulties of that kind arising about the Forth bridge, and that he could get on with that immediately?

Mr. D. L. Lipson (Cheltenham—Ind.): Will the whole expense of this bridge be borne by the Government?

Mr. Noel-Baker: I should like notice of that question, but I think not the whole expense.

Board of Trade Senior Executives

* Mr. Summers (Northampton—C.) on November 17 asked the President of the Board of Trade if he would give in the Official Report a list of the senior executives in his department having previous business experience, showing their present positions and the nature of that experience in each case.

Mr. Dalton (President of the Board of Trade) stated in a written answer: Following is the information requested; which does not cover executive officers serving in a lower capacity than director or regional controller:—

Name	Present position	Business experience
Barlow, Sir Thomas, K.B.E. ...	Director-General of Civilian Clothing	Chairman & Managing Director of textile company
Bruce-Gardner, Sir Charles ...	Chief Executive for Industrial Re-conversion	Iron and steel. Coal mining. Engineering. Industrial finance
Forres, Lord ...	Director of Office Machinery	Director of a firm of export merchants and of other companies
Foyster, L. ...	Controller of Hosiery	General Manager of chain stores
Hewlett, T. H., J.P., M.P. ...	Controller of Dyestuffs	Director of chemical and other companies
Maxwell, Sir Alexander ...	Tobacco Controller	Managing Director of tobacco importers
Peppercorn, J. K. ...	Deputy Storage Controller	Managing Director of a firm of wine merchants
Stratton, Maj. F. J. ...	Controller of Civilian Footwear	Departmental Manager of departmental store
Thompson, A. F. ...	Controller of Utility Furniture	Manager of furniture manufacturing company
Warter, Sir Philip ...	Controller-General of Factory and Storage Premises	Director of Laundry Services
	Director of Dyeing & Cleaning Services	Managing Director of Wharfedale company
		Director of film companies

Regional Controllers

Brunning, E. ...	Wales ...	Director of clothing company
Forster, S. A. Sadler ...	Northern Region ...	Manager of estimate development company
Kay, B. W. T. ...	South Western Region ...	Manager of radio manufacturing company
Maclean, R. A. ...	Scotland ...	Managing Director of carpet manufacturers
Naylor, G. E. ...	North-Eastern Region ...	Director of textile company
Piggot, J. ...	North-Midland Region ...	Iron and steel
Walters, R. ...	Factory & Storage Premises Eastern region	Director of food firms
Weathersbee, Capt. H. W. ...	Southern region ...	Managing Director of food manufacturers

In addition, the Board of Trade has the regular assistance of the following business men, who do not, however serve in an executive capacity: Sir Samuel R. Beale, K.B.E.; Sir Nigel Campbell; Hon. Geoffrey Cunliffe; Dr. R. S. Edwards; Sir Charles Innes, K.C.S.I.; Sir Kenneth Lee; Captain B. H. Peter, O.B.E.; Captain Spencer-Freeman, C.B.E.; Sir Cecil Weir, K.B.E., M.C.

Business Visits Overseas

Mr. Q. Hogg (Oxford—C.) on November 16 asked the Secretary, Overseas Trade Department, whether, because shipping space between this country and the Middle East was not being utilised fully, he would grant permits to travel to this part of the world so as to advance British trade.

Mr. Johnstone (Secretary, Overseas Trade Department) stated in a written answer: I am informed by the Ministry of War Transport that shipping space between this country and the Middle East is being utilised fully. Sea transport is at present adequate to the number of visitors whose journeys are being sponsored by my depart-

ment on the ground that they are in the national interest and their object is the furtherance of export trade.

Lend-Lease Machine Tools

Mr. R. Duckworth (Manchester, Moss Side—C.) on November 16 asked the Chancellor of the Exchequer whether negotiations were now in progress for payment for the machine tools we had obtained from the U.S.A. under the Lend-Lease arrangements; and whether he could state their kind.

Sir J. Anderson (Chancellor of the Exchequer) stated in a written answer: A large number of machine tools has been provided to the United Kingdom under Lend-Lease to enable us to develop production to meet military and other essential national requirements. It is to be expected that in due course a considerable proportion of these tools will be required no longer for such purposes and will be available for other uses. It is too early for me to say more than that we are in touch with the United States authorities.

Scientific Publications

Sir E. Graham-Little (London University—Ind.) on November 17 asked the Chancellor of the Exchequer what was the present amount of the financial aid given to the Royal Society and other bodies to assist scientific publications; and whether he was yet in a position to announce if it would be possible to increase this amount in the near future.

Sir J. Anderson stated in a written answer: The grants in aid to the Royal Society and to the Royal Society of Edinburgh include provision of £2,700 and £300 respectively, allocated specifically to scientific publications. Scientific publications also are issued by other bodies receiving grants from public funds, notably the Medical Research Council and the Agricultural Research Council, but except as mentioned above the grants are not allocated to specific purposes. The possibilities of publication in wartime are restricted by a number of factors, and I am not aware that the amount of the grant from the Exchequer has operated to reduce

their number. I am not yet in a position to state the amount of the grants which Parliament will be asked to provide in 1945 for scientific investigation and research.

Price of Steel Sheets

Lord Barnby in the House of Lords on November 14 asked the Government whether it was able to give the price of: (a) steel sheets in the United Kingdom and the United States of America, pre-war and present; (b) steel sheets in the United Kingdom based on known costs of a representative group of most efficient United Kingdom producers without allowance of loading for various supplementary charges arising from wartime arrangements under direction of His Majesty's Government.

Lord Portal (Minister of Works) in a written answer stated: The comparative pre-war and present prices of steel sheets in the United Kingdom and the United States of America for the British basis gauge are as follow:—

					British cold-rolled close-annealed sheets	
					Per ton	£ s. d.
Year	...	...	...	...	14	15 0
1939	...	...	...	...	22	15 0
1944	...	...	...	...	22	15 0
					American hot-rolled sheets	
					Per ton	£ s. d.
Year	...	...	...	...	15	2 0
1939	...	...	...	...	18	3 0
1944	...	...	...	...	18	3 0
					American cold-rolled sheets	
					Per ton	£ s. d.
Year	...	...	...	...	19	2 0
1939	...	...	...	...	22	18 0
1944	...	...	...	...	22	18 0

(The American prices have been converted to sterling at the rates of exchange ruling at the time).

The relationship would vary for other thicknesses. Due to differences in pricing and in the methods of manufacturing steel, exact comparison is impossible. For most purposes the British standard sheet is comparable with American hot-rolled quality, but for some purposes is more comparable with the cold-rolled quality. The information asked for in the second part of the question could not be obtained without elaborate inquiry. It may be mentioned, however, that normally low-cost producers as well as normally high-cost producers share in the benefits of the special wartime arrangements.

Accidents Statistics

Gen. Sir George Jeffreys (Petersfield—C.) on November 15 asked the Parliamentary Secretary, Ministry of War Transport, whether he would cause to be published a statement of the number of road casualties in each county or county-borough area, giving particulars as to the number of these which were fatal and the numbers caused by service and civilian vehicles, respectively.

Mr. Noel-Baker: I am not convinced that the publication of statistics of road casualties in the form desired by Sir George Jeffreys would be justified in present circumstances. I will arrange to place in the library every month a copy of the statistics from which our monthly summary statements are compiled.

Sir G. Jeffreys: Is it not a fact that the road casualties are very serious and that they have been increasing? Could not some lessons be learnt by comparing the different districts and the number of casualties in them?

Mr. Noel-Baker: If we published the full figures they would not receive as much

notice as the summarised statement that is actually issued, and it would require a great deal of work to bring them out.

Lady Astor (Plymouth, Sutton—C.): Would it be possible to publish the findings of the inquiry on road accidents carried out by Mr. Hore-Belisha (Devonport—Ind.) some time ago?

Mr. Noel-Baker: I do not recall the inquiry to which Lady Astor refers, but there was a paper published in 1937 on accident statistics.

Publication of Statistics

Sir L. Lyle (Bournemouth—C.) on November 17 asked the Minister of Information whether arrangements could be made now to allow complete freedom of publication for all statistics relating to agriculture, health, labour, transport, fuel and power, colonies, finance, exports, imports and production, except in so far as information of operational value to the enemy was still involved; and whether he could give any indication as to how British practice in this respect compared with American.

Mr. Bracken (Minister of Information) stated in a written answer: I would refer to the reply given yesterday by the Prime Minister to Lt.-Colonel Elliot. We cannot make any useful comparisons with American practice, because the U.S.A. has never been an operational zone subject to bombing, and accordingly they published statistics of this kind freely.

Staff and Labour Matters

Railway Staff National Tribunal

Decisions by the Chairman of the Railway Staff National Tribunal have been published recently by the special joint committee on machinery of negotiation for railway staff, The Grove, Hampstead Road, Watford, on the undermentioned Claims referred to him by the trade unions:—

Adult Age for Conciliation Grades

The claim, which was submitted jointly by the National Union of Railwaymen and the Associated Society of Locomotive Engineers & Firemen, was that the age at which junior conciliation grades are considered as adult employees should be reduced from 20 to 18 years of age. The claim was presented to the chairman at a hearing on October 30, 1944, at which Mr. J. Benstead represented the National Union of Railwaymen, Mr. W. P. Allen represented the Associated Society of Locomotive Engineers & Firemen and Mr. O. W. Cromwell represented the railway companies.

Clause 5 of Railway Executive Committee circular letter No. 1,858, dated June 19, 1919, provides:—

Junior Grades

"It is agreed that a junior shall, for the purpose of pay, be considered as an adult at 18 years of age."

Railway Executive Committee Circular letter No. 1937, dated August 29, 1919, contains the following:—

Engine Cleaners, Firemen and Drivers

"It is understood that the age at which a junior shall become an adult is 18. No cleaner under the age of 18 to be allowed to act as fireman on the main line."

The agreement between the National Union of Railwaymen and the railways of England and Wales, dated September 29, 1921, provides:—

"That the age at which a youth is regarded as an adult shall be raised from 18 to 20."

Arising from a claim submitted by the Scottish railway companies to the National

Wages Board on December 28, 1921—which included the following item:—

"that in respect of payment, junior employees shall not be recognised as adults until they reach the age of 21."

The board, in its Decision No. 2, dated January 24, 1922, made the provision that:—

"the age at which a youth is regarded as an adult shall be raised from 18 to 20 years."

It was contended by the trade unions that the original agreement, dated June 19, 1919, provided that a junior for the purposes of pay, should be considered an adult at 18 years of age and that the agreement dated September 29, 1921, occurred during a period of depression in trade and the consequent difficulty of absorbing employees of 18 in adult grades; that the financial position of the companies is now such that the claim cannot be considered as inadmissible on financial grounds; that employees between 18 and 20, and in certain cases of lower ages, are now employed on adult work in various capacities; that the improvements made in the wages of junior conciliation staff of 18 and 19 years of age have no bearing on the principle involved in the claim; that in the clerical grades the adult age is 18; that the difference between the adult wage and the wage paid to juniors performing the work of adults is now so slight as to warrant the assumption that it is generally recognised that juniors are performing the work of adults; that admission of the claim would enable those aged 18 and 19 to vote in local departmental committee and sectional council elections; and that employees between 18 and 20 physically are capable of undertaking employment as adults, and, in fact, in the past few years have been employed in adult posts to a greater extent than ever before.

It was contended by the railway companies that it has been recognised for many years that 20 years of age is the appropriate adult age for the purpose of wage payments for the conciliation grades; that no new factors have arisen which justify a reduction in such age; that the agreement dated June 19, 1919, which provided that a junior should, for the purpose of pay, be considered as an adult at 18 years of age arose directly out of wartime circumstances; that apart from wartime conditions youths are not suitable for various adult work; that there is an amount of work to be done which does not justify the adult rate; that the fact that war-emergency conditions have required the employment of youths, and also of women, on adult male work does not justify a decision to pay all staff the adult rate at 18 years of age; that the special arrangements agreed between the companies and the unions meet the special wartime circumstances; and that the age at which workers are considered as adults for the purposes of pay in industry generally is 21.

The Chairman finds against the claim.

POST-WAR RE-EQUIPMENT OF BRAZILIAN RAILWAYS.—According to a press statement made recently by the Minister of Transport & Public Works, the re-equipment of the Brazilian railways will form the country's most important post-war problem. According to official calculations, it will be necessary to replace 20 per cent. of the present locomotive stock, and 30 per cent. of the carriage stock; this re-equipment alone, the Minister states, will consume a large part of the sum which Brazil has available abroad.

Notes and News

Proposed Sheppey Tunnel.—A proposal to link the Isle of Sheppey with the Kent mainland, by means of a tunnel, is being considered by the Kent County Roads Committee.

South African Railways.—Railway earnings for the period October 8 to November 11, amounted to £4,981,014, compared with £4,204,804 during the corresponding period of 1943.

Institute of Traffic Administration.—A new professional institution for transport executives, known as the Institute of Traffic Administration, has been incorporated. The first President is to be Sir Herbert Matthews.

Central Argentine Railway Limited.—The company will on January 1, 1945, pay interest on its 4 per cent. debenture stock in respect of the half-year ended December 31, 1944. Warrants will be posted on December 30, 1944.

G.I.P. Railway Annuities.—It is notified in accordance with the provisions of the Great Indian Peninsula Railway Purchase Act, 1900, that on November 1, 1944, a total sum of £26,617,425 was invested for the purpose of providing a sinking fund in respect of Class "B" annuities.

Rhodesia Railways Earnings.—Approximate gross receipts of the Rhodesia Railways Limited for the month of September, 1944, were £516,464, and for the twelve months ended September 30, 1944, were £6,439,430, as compared with £574,864 and £6,122,384, respectively, for the corresponding periods in the previous year. The number of miles open was 2,442.

South African Railways & Harbours.—The results of the working of the railway, harbour, steamship and airway services of the Administration for July, 1944, showed a net deficit of £14,209. For the period April to July, 1944, a net deficit of £468,028 was incurred, compared with the surplus of £801,774 for the corresponding period of 1943. The working of the four services for August, 1944, resulted in a deficit of £178,000, and for the period April to August, 1944, in a deficit of £646,092.

Newcomen Society Meeting.—An ordinary general meeting of the Newcomen Society for the Study of the History of Engineering & Technology (in conjunction with the first annual general meeting of the Midland branch), will be held on Wednesday, December 13, in the Westminster Room of the Grand Hotel, Colmore Row, Birmingham, at 3 p.m. The following papers will be presented: "Blast Furnace Construction and Costs in 1740," by Mr. H. G. Baker; and "A Durham Collieries Stocktaking in 1784," by Captain E. W. Swan, O.B.E.

Patent Extension Application.—Letters patent were granted to George Hepple Cowen and Frank Hewitt numbered 286,072 and were re-granted for two years as from February 16, 1943, for the invention of "Improvements in or relating to spring plunger buffers for railway and like vehicles." Notice is given that an originating summons on behalf of Margaret Cowen, Frank Hewitt and George Turton Platts & Co. Ltd. asking that the term of the above-mentioned letters patent may be extended for a further term of two years or for such other term as the Court may think fit will come before a Judge of the Chancery Division on December 12 for directions as to the hearing. Notices of opposition must be

lodged at least 11 days before December 12 at Room 156, Royal Courts of Justice, Strand, London, and copies thereof must be served upon G. B. and L. Ellis, Solicitors, 70 and 72, Chancery Lane, London, and upon the Solicitor to the Board of Trade.

R.E.C. Committee.—With reference to the list of committees of the R.E.C. which appeared on page 520 of our last week's issue, it should be noted that Mr. A. F. Bound is no longer a member of the Signal & Telegraph Engineer's Committee, and that Mr. W. Wood succeeded him when Mr. Bound retired from the L.M.S.R. on August 31 last.

L.N.E.R. Debenture Stocks.—For the purpose of preparing the warrants for interest on the L.N.E.R. 3 per cent. and 4 per cent. debenture stock for the half-year ending December 31, 1944, the balances will be struck as at the close of business on December 11, and interest will be payable only to those stockholders whose names are registered on that date. For further particulars see our Official Notices on page 559.

Bigger Bonus for Civil Servants.—The Civil Service National Whitley Council, having considered an application by the staff side for an increase in the war bonus to non-industrial civil servants, has agreed to increases with effect from November 1. The new bonuses will be as follows (a week, except where otherwise stated): Under 16, 6s. 6d.; 16, 18s.; 17, 9s.; 18, 12s.; 19, 13s. 6d.; 20, men 16s., women 14s. 6d. Twenty-one and over, salaried staff, men £60, women £48 a year; weekly paid staff, men 23s., women 18s. 6d. By an agreement with the representative staff associations, the salary limit within which bonus may be paid has been extended from £1000, to £1,500 a year.

Lightalloys Limited.—The report for the year ended June 30, 1944, shows that the net profit, after making provision for depreciation and for income tax, less E.P.T. recoverable, amounted to £38,270. Adding £5,230 brought in makes £43,500. There was a transfer of £7,500 to general reserve, and an additional £1,000 was payable to directors. The final dividend is 7½d. on each 5s. share, making 1s. 3d., less tax, for the year (same). The amount carried forward is £5,000. Turnover and trading profit increased, but the rebate agreement with the Minister of Aircraft Production again reduced the profit for the year to a figure below the company's standard profit, thus giving rise to a further small claim for E.P.T. recovery.

Post-War Demand for Rolling Stock.—In the course of his address at the 36th annual general meeting of Hurst, Nelson & Co. Ltd., Lt.-Colonel Arthur N. Forman, M.C., Chairman & Managing Director, said that it seemed certain that the demand for the supply of rolling stock would be heavy during the first few post-war years at least. The exigencies of war had subjected the home railways' stock to a most rigorous usage over a period of five years and at the same time had denied it facilities for proper maintenance and replacement. Rolling stock on the Continent of Europe had suffered from even greater debility and neglect, and had been pounded incessantly from the air. Other foreign railways, to which it had been the company's custom and privilege in the past to export supplies of rolling stock, had been prevented from securing their normal requirements for maintenance and extensions. The directors, by pressing for an announcement of policy by Government departments, and by acting in collaboration with others in

the rolling stock industry, hoped to secure information which would enable them to direct the resources of the company to best advantage, both for the nation and itself.

Eire Transport Bill.—The Eire Senate on November 22 passed the final stage of the Transport Bill without a division, and the Bill was returned to the Dail. A Govern-

British and Irish Railway Stocks and Shares

Stocks	Highest 1943	Lowest 1943	Prices	
			Nov. 28, 1944	Rise/ Fall
G.W.R.				
Cons. Ord.	65½	57½	61	+ ½
5% Con. Pref.	120½	108	121	+ ½
5% Red. Pref. (1950) ..	110½	106	105	- ½
5% R. Charge	137½	123	134½	+ ½
5% Cons. Guar.	135½	121½	132½	+ ½
4% Deb.	118	107½	117½	+ ½
4½% Deb.	119	109½	117½	- ½
4½% Deb.	124½	116	123½	+ ½
5% Deb.	138	127	135½	+ ½
2½% Deb.	77	72½	74½	- ½
L.M.S.R.				
Ord.	34½	28	32	+ ½
4% Pref. (1923)	66½	58	62	+ ½
4% Pref.	80½	73	79½	+ ½
5% Red. Pref. (1955) ..	105½	102	103½	+ ½
4% Guar.	107	98½	106½	+ ½
4% Deb.	109½	103½	110½	+ ½
5% Red. Deb. (1952) ..	111½	108	108½	- ½
L.N.E.R.				
5% Pref. Ord.	12½	7½	8½	- ½
Def. Ord.	5½	3½	4	- ½
4% First Pref.	66½	57½	62½	+ ½
4% Second Pref.	36½	30½	32½	+ ½
5% Red. Pref. (1955) ..	99½	93	100	+ ½
4% First Guar.	102½	94	104½	+ ½
4% Second Guar.	93½	85½	94½	+ ½
3% Deb.	86½	78½	87	+ ½
4% Deb.	109½	101½	109	+ ½
5% Red. Deb. (1947) ..	106½	102	102½	- ½
4½% Sinking Fund				
Red. Deb.	108	103½	105½	- ½
SOUTHERN				
Pref. Ord.	80	72½	77	+ ½
Def. Ord.	26½	20½	26	+ ½
5% Pref.	119½	106½	120½	+ ½
5% Red. Pref. (1964) ..	114	108½	114½	+ ½
5% Guar. Pref.	136	122	131½	+ ½
5% Red. Guar. Pref. (1957) ..	117	109½	114½	- ½
4% Deb.	117½	106	117	+ ½
5% Deb.	137	126	134	+ ½
4% Red. Deb. (1962-67) ...	112	106½	109½	- ½
4% Red. Deb. (1970-80) ...	112	107	110½	- ½
FORTH BRIDGE				
4% Deb.	109	104½	106	+ ½
4% Guar.	105	102½	104½	+ ½
L.P.T.B.				
4½% "A"	125½	114	122½	+ ½
5% "A"	133½	123	131½	+ ½
3% Guar. (1967-72) ...	100½	97	99	- ½
5% "B"	124	114	123½	+ ½
5% "C"	72	53	69	+ ½
MERSEY				
Ord.	34½	27	34½	- ½
3% Perp. Pref.	68	59½	70	+ ½
4% Perp. Deb.	104	102½	106	+ ½
3% Perp. Deb.	83	78½	84	+ ½
IRELAND* BELFAST & C.D.				
Ord.	9	6	8	- ½
G. NORTHERN				
Ord.	24½	16	29½	- ½
Pref.	—	—	47½	+ ½
Guar.	—	—	69½	+ ½
Deb.	—	—	90	+ ½
G. SOUTHERN				
Ord.	30	9½	66½	+ 2½
Pref.	30	11	66½	+ ½
Guar.	64	26½	80½	+ ½
Deb.	88½	51½	99½	+ ½

*Latest available quotation

OFFICIAL NOTICES

London and North Eastern Railway Company

OFFICIAL ADVERTISEMENTS

OFFICIAL ADVERTISEMENTS intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to:—*The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

NOTICE is hereby given that, for the purpose of preparing the warrants for interest on the Company's 3 per cent. and 4 per cent. Debenture Stocks and 4½ per cent. Sinking Fund Debenture Stock for the half-year ending 31st December, 1944, the balances will be struck as at the close of business on 11th December, and interest will be payable only to those Stockholders whose names are registered on that date.

Transfers of the above-mentioned Stocks should, therefore, be lodged with the Registrar of the Company at Hamilton Buildings, Liverpool Street Station, London, E.C.2, before 5 p.m. on 11th December.

By Order,

W. H. JOHNSON,

Secretary of the Company.

Marylebone Station,
London, N.W.1.
1st December, 1944.

Universal Directory of Railway Officials and Railway Year Book

50th Annual Edition, 1944-45, now ready

This unique publication gives the names of all the principal railway officers throughout the world, together with essential particulars of the systems with which they are connected. Much general and statistical information about railways is also concisely presented

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ment amendment was accepted which provided that where a person claimed compensation for loss of employment in the amalgamated companies solely in consequence of such amalgamation, and the claim was disputed, and the matter went to arbitration, the arbitrator must presume in favour of the employee until the contrary was proved by the company.

Grand Union Canal Company.—The directors recommend that a dividend of 3 per cent. per annum on the six per cent. preference stock for each of the years ended December 31, 1942, and December 31, 1943, be paid on December 29.

Derailment of "Punjab Mail."—Six persons are reported to have been killed, and others injured, when the "Punjab Mail," bound from Lahore to Calcutta, was derailed 40 miles from Patna, on the East Indian Railway, on November 22.

Rail-Air Map at Stations.—A map of Europe showing the provisional rail-air routes and flying times from London under the rail-air plan is being displayed at main-line railway stations. Below the map are four points from the railways' air plan submitted to the Government:—"Air is a primary means of transport." "All forms of transport to be inter-available to the public." "A fair field and no favours to anybody." "The railways record: ten

years of safe regular air services over land and water." The public is asked to send its ideas on the rail-air plan to the Air Adviser, 16, Upper Grosvenor Street, London, W.1.

Beira Railway Receipts.—For the month of September, 1944, the approximate gross receipts of the Beira Railway Co. Ltd. were £71,290 and for the twelve months ended September 30, 1944, were £971,166, as compared with £71,178 and £824,089 for the corresponding periods in the previous year. The number of miles open was 204.

Big Electricity Programme.—To meet the demand for electricity which is expected to arise after the war, the Central Electricity Board has arranged a programme of generating plant extensions to cost £90,000,000. It is the largest scheme of its kind on record. Arrangements have been made for a large expansion of the generating capacity of the selected stations which supply the grid. A programme of new generating stations and extensions of existing stations comprises an aggregate of over 3,000,000 kW of new plant and covers the period up to the winter of 1948. The owners of selected stations have been directed by the board to proceed with the installation of new plant which will increase their generating capacity by some 900,000 kW by the winter of 1946 and by another 340,000 kW by the winter of 1947.

Southern Railway Awards to George Medallists



Colonel Eric Gore-Browne, Chairman of the Southern Railway Company, presenting gold watches and Southern Railway Parchments to Messrs. T. Tichener, driver, and W. J. Quinton, goods guard, recently awarded the George Medal (see our last week's issue). Left to right: Colonel Gore-Browne, Messrs. Tichener and Quinton, and Sir Eustace Missenden, General Manager, Southern Railway

Contracts and Tenders

Sir Edward Benthall, War Transport Member, Government of India, stated recently that orders had been placed for 255 broad-gauge, and 377 metre-gauge, locomotives against the programme for 1944-45; and that deliveries against those contracts up to September 30 last had amounted to 48 broad-gauge, and 174 metre-gauge, engines.

Below is a list of the orders placed recently by the Egyptian State Railways:—

English Steel Corporation Limited: Taps, dies, drills, etc.

Hall, G. & J., Limited: Taps, dies, drills, coach wrenches, etc.

British Oxygen Co. Ltd.: Rubber hose, etc.

Haggerty Lawrence & Company: Hand shield glasses, etc.

Young, A. S., & Co. Ltd.: Welding materials.

Hoffmann Manufacturing Co. Ltd.: Roller bearings.

Brown Bayley's Steel Works Limited: Springs.

George Turton Platts & Co. Ltd.: Springs.

Thos. Firth & John Brown Limited: Side bearing springs.

North British Locomotive Co. Ltd.: Cylinders.

Marconi's Wireless Telegraph Co. Ltd.: Valves.

Evershed & Vignols Limited: Wattmeters.

James Chesterman & Co. Ltd.: Steel rules.

Everett Edgcombe & Co. Ltd.: Voltmeters.

Automatic Coil Winder & Electrical Equipment Co. Ltd.: Avometer.

General Electric Co. Ltd.: Voltmeters.

Clyde Rubber Works Co. Ltd.: Rubber discs.

Skefko Ball Bearing Co. Ltd.: Ball bearings.

Alldays & Onions Limited: Hand tools.

Buck & Hickman Limited: Scissors, etc.

Siemens Brothers & Co. Ltd.: Gauges.

H. Rossell & Co. Ltd.: Taps, dies, drills, reamers, etc.

Three more "15F" class locomotives have arrived at Cape Town from Great Britain, bringing the total received by the South African Railways Administration this year to eleven.

Forthcoming Meetings

December 7 (Thu.).—Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2, 5.30 p.m. Ordinary meeting. Paper: "Standardisation and design of a.c. turbo-type generators," by Mr. G. A. Juhlin.

December 8 (Fri.).—Institution of Locomotive Engineers, Luncheon, at the Connaught Rooms, Great Queen Street, Kingsway, London, W.C.2, 1 p.m.

December 12 (Tue.).—Annual general meeting of the Institute of Transport, at the Institution of Electrical Engineers, Savoy Place, W.C.2, 2 p.m.

Railway Stock Market

Volume of business in stock markets failed to improve, but the general tone was firm, reflecting the war news and the further gains in British Funds. The latter maintained an upward tendency in leading stocks in other sections of markets, more particularly home railway prior charges, yields on which still appear attractive when judged in relation to investment merits. The large yields on junior stocks continued to bring in steady demand. There has been no confirmation of the recent rumour of extension of the control agreement with a possible increase in the annual rental. On the other hand, there appears further evidence that this rumour has drawn increased attention to the existing position and the possibility of dividends at around current rates continuing for three or four years. With gilt-edged stocks still on the up-grade, the yield structure of markets generally is tending to show a further downward movement. Consequently, the yields of up to 8 per cent. on home railway junior stocks have an even more generous appearance. It is not surprising therefore that buyers are more in evidence. Prices are still well below last year's highest; and there may be scope for further improvement in junior stocks, particularly if markets develop activity in the early part of 1945. It must be borne in mind that home railway stocks, in common with industrial securities, are likely to be affected by political pronouncements and views of post-war factors current in the market from time to time. Nevertheless, if there is to be maximum employment of the country's re-

sources and labour power after the war, the railways must benefit, assuming that there is a fair adjustment of railway rates, etc., to meet the big advance in the cost of material and labour. Moreover, the airlines proposals have given evidence of the progressive outlook of the companies.

Slackening of demand resulted in moderate reactions in Argentine railway stocks, including various debentures, the view having continued that the position of individual companies will be more clearly indicated after the forthcoming publication of the results and the annual statements. No doubt the latter will dwell on the true significance of the latest pronouncements of the Argentine Government. French railway sterling bonds have continued active on hopes that in the near future a start may be made in dealing with dividend arrears, but profit taking prevented best prices from being fully held.

Among home rails, Great Western was 60½, compared with 59½ a week ago, with the 5 per cent. preference a point higher at 120, the guaranteed gaining a similar amount at 132½, and the 4 per cent. debentures ½ higher at 117½. L.M.S.R. improved from 31½ to 31½; the 1923 preference rose from 60½ to 61½, with the senior preference 79½, against 79; the guaranteed stock put on a point at 106½, and the 4 per cent. debentures gained a similar amount at 110½. Elsewhere, L.N.E.R. deferred and preferred strengthened; the second preference moved up from 32½ to 33½, the first preference from 61½ to 62½, the second guaranteed rising to 94½, the first guaranteed ½ higher at 104, with the debentures also moving higher. Southern deferred was 25½, compared with 25½ a week back, and the preferred a point

up at 77½. Southern 5 per cent. preference at 119½ also gained a point; the 4 per cent. debentures were fractionally higher at 116½. London Transport "C" moved up ½ at 68½.

B.A. Gt. Southern at 13 was unchanged on balance, but the 5 per cent. preference eased from 26½ to 26, although the 4 per cent. debentures strengthened to 63½. Central Argentine 5 per cent. debentures were 60, against 61½, but the 4 per cent. debentures were firm at 54½. B.A. Western 4 per cent. debentures at 56½ were unchanged on balance. In French rails, Nords were 101, and Orleans 84. Elsewhere, Barsi Light Railway gained four points at 129. Canadian Pacific was unchanged at 14½. A little speculative activity was shown in Russian issues.

OTTOMAN RAILWAY HOLDING CO. LTD.—A full year's interest on the company's holding of £707,950 Turkish 7½ per cent. bonds, or £53,096 gross, was received during the year ended June 30, 1944, consisting of payments due December 1, 1943, and June 1, 1944. Income from other investments was £4,699 (£5,212), and the amount recovered or recoverable in respect of income tax and provision for E.P.T. written back was £7,220 (£1,926). After providing for management expenses, taxation, and interest on advances, the net profit is £32,514 (£35,937). Deducting £20,598 for interest at 3 per cent., less tax, on the outstanding "A" and "B" stocks there is £11,916 (£14,764) available for redemption of the income debenture stocks. During the year the company has redeemed £38,348 "B" income debenture stock.

Traffic Table and Stock Prices of Overseas and Foreign Railways

Railways	Miles open	Week ending	Traffic for week		No. of Weeks	Aggregate traffic to date			Shares or stock	Prices					
			Total this year	Inc. or dec. compared with 1942/3		Totals		Increase or decrease		Highest 1943	Lowest 1943	November 21, 1944	Yield % (See Note)		
						1943/4	1942/3								
South & Central America															
Antofagasta (Chili) & Bolivia	834	19.11.44	£ 30,540	+	£ 3,840	46	£ 1,336,040	£ 1,329,100	+	£ 6,940	Ord. Stk.	15½	10	12	Nil
Argentine North Eastern ...	753	18.11.44	17,658	+	2,268	20	341,442	292,716	+	48,726	"	7½	5	6	Nil
Bolivar ...	174	Oct., 1944	5,500	+	356	43	53,255	52,813	+	442	6 p.c. Deb.	22½	18	7½	Nil
Brazil ...	...	...	...	...	...	...	...	...	...	...	Bonds	23½	19	18½	Nil
Buenos Ayres & Pacific	2,773	18.11.44	129,000	+	26,100	20	2,349,960	1,894,800	+	455,160	Ord. Stk.	8½	5½	5½	Nil
Buenos Ayres Great Southern	5,080	18.11.44	187,080	+	2,340	20	3,351,960	3,136,080	+	215,880	Ord. Stk.	17½	9½	12½	Nil
Buenos Ayres Western	1,924	18.11.44	69,960	+	13,680	20	1,305,420	1,043,280	+	262,140	"	16	9½	11	Nil
Central Argentine ...	3,700	18.11.44	158,010	+	5,496	20	3,376,605	2,798,533	+	588,072	"	10½	6½	8½	Nil
Do. ...	...	...	...	...	...	...	...	...	...	...	Dfd.	4½	3	5	Nil
Cent. Uruguay of M. Video	972	18.11.44	32,211	—	1,882	20	613,581	657,257	—	43,676	Ord. Stk.	7½	4½	5½	Nil
Costa Rica ...	262	Sept., 1944	20,986	—	2,141	13	74,301	72,034	—	2,267	"	16	12½	17	Nil
Dorada ...	70	Oct., 1944	28,028	+	6,228	43	265,443	218,607	+	46,836	1 Mt. Deb.	96	92	100½	£5 19/5
Entre Rios ...	808	18.11.44	22,950	+	3,366	20	450,570	409,764	+	40,806	Ord. Stk.	9	5½	6	Nil
Great Western of Brazil	1,030	18.11.44	27,400	+	4,700	46	1,002,900	766,600	+	236,300	Ord. Sh.	59/9	24/4½	30/-	Nil
International of Cl. Amer. ...	794	Oct., 1944	\$481,040	—	\$30,526	43	\$6,280,959	\$6,023,847	+	\$257,112	"	—	—	—	Nil
Interoceanic of Mexico	...	...	...	...	...	...	...	...	...	...	1st Pref.	24	1½	1	Nil
La Guaira & Caracas ...	22½	Oct., 1944	6,887	—	13	43	78,218	83,360	—	5,142	5 p.c. Deb.	90	80	79½	£6 5/9
Leopoldina ...	1,918	18.11.44	38,076	—	1,612	46	2,149,020	1,632,471	+	516,549	Ord. Stk.	7½	4	5	Nil
Mexican ...	483	14.11.44	ps. 429,700	+	ps. 64,200	19	ps. 9,291,900	ps. 7,796,000	+	ps. 1,495,900	Ord. Stk.	1½	½	½	Nil
Midland Uruguay ...	319	Sept., 1944	15,947	—	862	13	51,011	47,924	—	3,087	"	—	—	—	Nil
Nitrate ...	382	15.11.44	11,432	+	2,656	45	161,156	137,471	+	23,685	Ord. Sh.	83/9	71/3	72/6	£3 19/0
Paraguay Central ...	274	17.11.44	\$667,653	+	\$13,803	20	\$1,172,205	\$1,091,660	+	\$80,545	Pr. Li. Stk.	75	51½	74½	8½
Peruvian Corporation	1,059	Oct., 1944	132,500	+	29,682	17	508,152	417,026	+	91,126	Pref.	17½	10½	10½	Nil
Salvador ...	100	Sept., 1944	c 72,000	+	c 3,000	13	c 247,000	c 268,000	—	c 21,000	"	—	—	—	Nil
San Paulo ...	153½	...	...	...	...	...	...	...	...	...	Ord. Stk.	71	57	54	£3 1/4
Taltal ...	156	Oct., 1944	2,495	—	2,850	17	10,735	22,250	—	11,515	Ord. Sh.	37/6	20/-	15/-	Nil
United of Havana ...	1,301	18.11.44	46,944	+	5,374	20	993,091	971,507	+	38,416	Ord. Stk.	★	3½	3	Nil
Uruguay Northern ...	73	Sept., 1944	1,294	+	11	13	4,184	4,110	+	74	"	—	—	—	Nil
Canada															
Canadian Pacific ...	17,018	21.11.44	1,276,400	+	42,000	46	56,972,400	52,149,200	+	4,823,200	Ord. Stk.	18	13½	14½	6½
India															
Barsi Light ...	202	Sept., 1944	20,820	+	3,322	26	140,130	127,485	+	12,645	Ord. Stk.	—	—	129½	£3 9/6
Bengal-Nagpur ...	3,267	Sept., 1944	1,001,475	—	53,850	26	6,337,125	6,208,500	—	128,625	Ord. Stk.	104½	101½	—	Nil
Madras & Southern Mahratta	2,939	Mar., 1944	358,125	—	7,925	52	10,447,866	8,913,924	—	1,533,924	"	—	—	—	Nil
South Indian ...	2,349	20.12.43	199,410	+	24,449	37	5,321,558	4,562,445	+	750,113	"	—	—	—	Nil
Various															
Egyptian Delta ...	607	20.10.44	20,570	+	3,222	29	368,987	292,208	+	76,779	Pr. Sh.	6½	2½	4½	Nil
Manila ...	...	...	...	...	...	...	...	...	...	...	B. Deb.	45	32	61½	Nil
Midland of W. Australia ...	277	Sept., 1944	20,894	—	10,375	13	60,947	101,693	—	40,746	Inc. Deb.	101	93	99½	£40/5
Nigerian ...	1,900	26.8.44	241,389	—	26,773	4	—	—	—	—	"	—	—	—	Nil
South Africa ...	13,301	21.10.44	947,848	+	119,612	29	25,686,960	24,121,178	+	1,565,782	"	—	—	—	Nil
Victoria ...	4,774	April, 1944	1,188,999	—	212,162	—	—	—	—	—	"	—	—	—	Nil

Note. Yields are based on the approximate current price and are within a fraction of ½. Argentine traffic is given in sterling calculated @ 16½ pesos to the £

† Receipts are calculated @ 1s. 6d. to the rupee